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Chaitra 13, 1890 (Saka)

LOK SABHA DEBATES

Fourth Session

LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA

Tuesday, April 2, 1968/Chaitra 13, 1890 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair].

ORAL ANSWERS TO QUESTIONS

Achievements of Second United Nations Conference on Trade and Development

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*988. SHRI HEM BARUA:
SHRI RABI RAY:
SHRI DEIVEEKAN:
SHRI S. KUNDU:
SHRIMATI SUSHILA ROHATGI:
SHRI RAGHUVIR SINGH SHASTRI:
SHRI SHIVA CHANDRA JHA:
SHRI BHOGENDRA JHA:
SHRI CHENGALRAYA NAIDU:
SHRI SAMAR GUHA:
SHRI D. C. SHARMA:
SHRI YAJNIK:

Will the Minister of COMMERCE be pleased to state:

(a) whether his ettention has been drawn to the statement made by Dr. Raul Prebisch, the Argentine Secretary-General of UNCTAD, at Bonn on the 16th January, 1968 that the aim of the forthcoming UNCTAD conference at New Delhi would be to obtain a share for the developing countries in the consumption of developed nations' product to ensure a regular marketing of the farm production of the tropical countries, to ensure gradual elimination of restrictions on the imports of the industrial countries from the poor countries and to work out arrangements for increased financial aid from the wealthy to the poor countries on concrete objectives;

(b) if so, whether the conference has been able to achieve those objectives; and

(c) the other achievements of the Conference?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). The Government is not in possession of a copy of the statement made by Dr. Raul Prebish in Bonn on the 16th January, 1968. However, Dr. Prebisch has expressed himself on several occasions both before and during the Conference as to the aims and objectives of the Conference. Attention of Honourable Members is invited to the Commerce Minister's statement of 1-4-1968 on this subject.

SHRI HEM BARUA: This UNCTAD II was held in Delhi with the ostensible purpose of bridging the gulf between the developed countries and the developing countries in trade and economic co-operation. In the light of that, except that some of the delegates were provided the opportunity to see the saga in stone in Khajuraho and the hospitality offered by the Government of India, which was described by so many delegates as 'very fine', what purpose has this conference which I would call an international jamboree served so far as the interests of India are concerned?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): The hon. Member is aware that a continuing organisation of the UN, as I

mentioned yesterday, cannot be pudged from one conference as such. This conference would have been held either in Geneva or New York, most probably in Geneva, if we had not offered to hold it here, or it would have been held in perhaps another country. The whole point of holding it here was that it would give an opportunity to the developed world to see the problems of developing countries at the time of their meeting, and it would also give us an opportunity of having the privilege of holding such a conference.

In its wider terms, the advantages that may have come directly from this conference or the trends set by it will be shared by India. But in its very narrow terms, we had the privilege of hosting here about 2000 people who came and stayed in this country and who were here at their expense.

SHRI HEM BARUA: This mountain of a conference laboured and laboured and ultimately produced a mouse. In this context, what is the amount the Government of India had spent on it as also the role played by the socialist countries in bringing the developed countries and developing countries nearer?

SHRI DINESH SINGH: As for the first part, the House is aware of the principal on which the cost will be shared by the UN and India. The total will be available as soon as accounts are completed . .

SHRI HEM BARUA: How much have Government spent? Is it Rs. 10 million?

SHRI DINESH SINGH: My difficulty is that when I give the answer to the first part, it is not fully remembered by him. I had said that so far as the principle of cost sharing of this conference is concerned, the UN will pay what they would have had to spend on it had it been held in Geneva, and we would have had to pay only the difference in cost between what it would have cost to hold it in Geneva and in New Delhi. Therefore, till the accounts are completed, it would not be possible for me to say what will be the Government of India's share and what would be the share of UN, nor the total cost.

As for the other part, I have in my statement tried to indicate the role played by the socialist countries. It was very constructive.

MR. SPEAKER: It is given in the statement; also the discussion on the Demands are continuing today.

SHRI HEM BARUA: The statement came on April 1!

श्री रघुवीर सिंह शास्त्री : श्रीमन्, इस कान्फ्रेंस में अमरीका सहित पश्चिमी यूरोप के देश और दूसरे जो समाजवादी देशों का ब्लाक कहलाते है, उन दोनों के आचरण और उन के प्रतिनिधियों की गतिविधियों को देखने से मालूम होता है कि इस कांफ्रेंस का बुलाना बिलकुल निरर्थक था। इस कान्फ्रेंस के शुरू होने से पहले ही अमरीकी डैलीगेशन के जो लीडर मिस्टर रोस्टोव थे उन्होंने यह कह दिया था कि हम वहां निगोशियेशंस नहीं करेंगे और इस तरीके से जब जब मौका आया समाजवादी देश इनब्लाक बहिष्कार करते रहे। ऐसी स्थिति में क्या यह बुद्धिमत्ता थी कि देश के ऊपर इस कान्फ्रेंस के कारण इतना खर्चा और भार डाला गया जब कि कोई देश उस में रुचि नहीं ले रहा था और उस में कोई परिणाम नहीं निकला और स्वयं मंत्री महोदय ने अपने कल के वक्तव्य में स्वीकार किया है कि हमें बड़ी निराशा हुई है कि उस कान्फ्रेंस का कोई फल नहीं निकला है ?

श्री दिनेश सिंह : मैं किस तरीके से माननीय सदस्य को समझाऊं कि कान्फ्रेंस हम ने

नहीं बुलाई थी। यह चीज मैंने हर तरीके से कही है, हर जबान में कही है और मैं नहीं समझता कि मैं कैसे कहूं कि यह कान्फ्रेंस मैंने नहीं बुलाई। यह कान्फ्रेंस संयुक्त राष्ट्र की थी और कहीं भी हो सकती थी। वह उन की कान्फ्रेंस मेरे देश में हुई इस की हमें बड़ी खुशी है।

जहां तक दूसरा सवाल है कि मिस्टर रोस्टोव ने क्या कहा तो माननीय सदस्य जानते हैं कि जो कुछ भी मि० रोस्टोव ने कहा हो उस के बावजूद भी जो यूनाइटेड नेशंस का डेलीगेशन यहां पर आया था उस ने काफी निगोशिएशंस किये और जो उस का फैसला हुआ वह सदन के सामने है।

श्री शिव चन्द्र झा : क्या यह सही बात है कि यह जो कान्फ्रेंस हुई थी यह लैस ग्रोफ निगोसिएशंस एंड मोर ग्रोफ कम-फैडेशन एंड बार्गेनिंग के लिये हुई थी, यदि हां, तो मैं जानना चाहता हूं कि किन-किन बातों पर कन्फैडेशन हुआ और क्या डेवलपमेंट फाइनेंस पर भी कोई हल आया अथवा कोई सुझाव आया और क्या 1, परसैंट जो नेशनल ग्रौस प्रौडक्ट देने की बात है उस में कोई राष्ट्र तैयार हो गये ?

श्री दिनेश सिंह : इसके लिये मैं माननीय सदस्य से अनुरोध करूंगा कि वह मेरे वक्तव्य को देखें। उस में सभी कुछ लिखा हुआ है।

SHRI CHENGALRAYA NAIDU: What profit have we made out of this conference? I have seen in the papers that Rs. 10 million were spent here. Secondly, are they going to implement the decisions taken in the conference?

SHRI DINESH SINGH: In my statement, I have tried to give a balance sheet of profit and loss from this. My difficulty is that the hon. Member would not like to read the statement, but would make comments on it. What can I do? I can take up the time of the House repeating the whole thing.

MR. SPEAKER: No, no.

SHRI G. VISWANATHAN: I understand only 4 MPs were sent as delegates to this conference. Is it true that only Congress MPs were selected and nobody from the Opposition? If so, what is the reason? Is it thought that only Congressmen were fit to be delegates to this conference? What was the yardstick of selection of delegates?

SHRI DINESH SINGH: This is not the first time Government have sent delegates to an international conference. Of course, members are selected on the basis of their adherence to the policy of Government and the role they will be able to play. If hon. Members from the Opposition would take active interest in supporting Government policy, we will certainly consider including them.

SHRI SRADHAKAR SUPAKAR: The conference lasted nearly two months. What concrete steps were taken to see during its course that trade as between the 77 developing countries was developed through mutual help?

SHRI DINESH SINGH: Working Group II of the Conference went into that question and that report is available.

SHRI LOBO PRABHU: There was commendable unity of purpose among the 77 nations on the matter of preference and trade restrictions. I should like to know from the Minister whether it would not be possible to continue this unity for a constructive purpose in respect of three other aims. Firstly, could not these 77 countries unite in respect of prices and quotas of the commodities they offer to developed countries? Secondly, could not they unite toge-

ther in respect of what they get from the developed countries in the way of equipment? We have to realise in this connection that the developed countries have surplus capacity and they want our market even more than we want their goods. Thirdly, I suggest a direction. Of these 77 countries, there are some which are short of labour and certain countries have excessive population. Would it be possible to pursue this matter further?

SHRI DINESH SINGH: In respect of the first two items, they had been working together. The third is a suggestion.

व्यापार प्रतिनिधि मंडल

*1990. श्री ओंकारलाल बोहरा : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में व्यापार बढ़ाने के लिये उन के मंत्रालय ने कुल कितने व्यापार प्रतिनिधि मंडल विदेश भेजे और वे किन-किन देशों में गये;

(ख) इन प्रतिनिधि मंडलों में संसद् सदस्यों को शामिल करने के लिये उनका चयन किस आधार पर किया गया था; और

(ग) इन प्रतिनिधि मंडलों की यात्राओं के फलस्वरूप हमारे व्यापार में कितनी वृद्धि हुई है ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) statement is laid on the Table of the House.

(b) No Member of Parliament was included in any of these delegations.

(c) The volume of trade with most of these countries has generally been on the increase.

Statement

36 official or officially sponsored Trade Delegations visited the following countries durnig the last 3 years:—

Japan, Kenya, Uganda, Tanzania, Afghanistan, Nepal, Ceylon, Iran, Italy, Thailand, Burma, Indonesia, Malaysia, Singapore, U.A.R., Tunisia, Morrocco, Iraq, Sudan, Kuwait, Jordan, Lebanon, Syria, Algeria, Poland, Czechoslovakia, Bulgaria, Hungary, Rumania, East Germany, Yugoslavia, U.S.S.R., U.K., Belgium, West Germany and Switzerland.

श्री ओंकारलाल बोहरा : पिछले तीन वर्षों में लगभग 36 सरकारी और सरकार द्वारा प्रायोजित प्रतिनिधिमंडल विदेशों में भेजे गये, जिस का परिणाम यह हुआ है कि व्यापार में सामान्य वृद्धि हुई है । यह प्रतिनिधिमंडल जो भेजे गये इस आशा से भेजे गये कि हमारे देश का व्यापार बढ़ेगा और खास तौर से डेवेलपमेंट की दृष्टि से भी कुछ समाजवादी देशों के साथ हम अपना व्यापार बढ़ाना चाहते थे । ऐसी स्थिति में क्या यह जरूरी नहीं था कि इस में कुछ गैर-सरकारी सदस्यों और संसद् सदस्यों को सम्मिलित किया जाता ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): The purpose of these delegations was mostly official talks and renewal of trade negotiations and trade agreements and things like that. We had officials. There were some trade delegations from the trade side and the trading community who were included in consultation with the export promotion council and others.

श्री ओंकारलाल बोहरा : आज जो हमारी बुनियादी नीति है उस की दृष्टि से क्या वाणिज्य मंत्री ऐसा नहीं सोचते हैं कि ऐसे लोगों को भेजा जाना चाहिये जो भारतवर्ष की व्यापारिक नीति के बारे में बुनियादी

दृष्टि से सोचते हैं ? उसमें केवल व्यापारिक प्रतिनिधियों को भेजना कहां तक उचित है ?

श्री दिनेश सिंह : जो माननीय सदस्य ने कहा मैं उस को बहुत उचित समझता हूं और इसका कोई मौका निकाल कर सदन लोगों को भेजे। अगर इसका कोई तरीका हो तो इस में मुझे कोई एतराज नहीं है। मैं तो यह अर्ज कर रहा था कि यह लोग खास काम के लिये गये थे, और जो लोग उस से सम्बन्धित थे उन की राय से उन को हम ने भेजा था।

श्री अटल बिहारी वाजपेयी : क्या यह सत्य है कि भारत सरकार की ओर से हर वर्ष नेपाल के लिये एक व्यापार प्रतिनिधिमंडल भेजा जाता है ? क्या मैं जान सकता हूं कि यह प्रतिनिधिमंडल पिछली बार कब गया था। उत्तर में तीन वर्ष की सूचना दी गई है। मैं पिछले वर्ष की सूचना चाहता हूं।

श्री दिनेश सिंह : जहां तक मुझे याद आता है पिछला ट्रेड डेलिगेशन 1965 में नेपाल गया था लेकिन आफिशल लेवल पर हमारा और उन का वार्तालाप चलता रहता है।

SHRI RANGA: The Minister has stipulated for the first time I suppose for this Government, a kind of principle. He says they would consider sending to other countries as part of their delegation to the international conference only those Members of Parliament and others who would be in agreement with the Government in its policies and programmes. He is welcome to have this attitude although we do not agree with it. At the same time are we to understand that even in regard to trade delegations they wish to pursue the same policy, especially in view of the fact that there may be Members in the Opposition parties in Parliament who also are equally interested in promoting our trade and who would like to co-operate with other delegations who would be going on behalf of our country to develop our trade contacts and also help Government in negotiating certain agreements with those countries and their entrepreneurs in promoting our trade and industry?

SHRI DINESH SINGH: The hon. Member will appreciate that we have not tried to bring in politics in this matter. I have not said that we have selected people from our side and not selected people from the Opposition. We have consulted trade. Perhaps those who are in the trade would support his point of view more than ours. It is not a question of discrimination or selecting persons on political grounds but on technical grounds.

C.B.I. Seizure of Documents of S.T.C.

*991. SHRI D. N. PATODIA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the C.B.I. has seized some documents from the Office of the State Trading Corporation at Bombay in connection with the case of import of nylon yarn from Japan and Italy;

(b) if so, when the investigation by C.B.I. will be completed;

(c) whether State Trading Corporation is negotiating with private firms of U.S.A., West Germany and Japan for the import of nylon yarn; and

(d) if so, the steps taken by Government to avoid recurrence of the above lapses?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir. However, the C.B.I. requested

that certain files relating to the purchase of Nylon filament yarn and copramonium yarn from various foreign countries may be made available to them as they wished to check on the import prices paid.

(b) No specific investigation in this regard is being made.

(c) No, Sir.

(d) Does not arise.

SHRI D. N. PATODIA: Trading by STC has proved to be a continuous strain on our foreign exchange reserves. May I know if the CBI asked for these files and whether investigations had been carried out, if not by what time they were expected to be completed? Because, there was no purpose for the CBI to ask for these files had there been no motive to investigate. It has been alleged that the STC has been paying 25 per cent to 30 per cent more on price. May I know whether these purchases are being done by private negotiations or by inviting global tenders and if it is done by negotiations, what are the reasons for making this departure from the system of global tenders? Is it also a fact that apart from this particular case of nylon deal with Japan and Italy, there are many other cases when files had been asked for by the CBI for investigation?

SHRI MOHD. SHAFI QURESHI: The hon. Member is welcome to have his own views on state trading. It is the view of the Government that state trading is also beneficial to the development of trade and commerce in his country. The CBI was not making any investigation. They merely asked for files from the headquarters and the headquarters said that the files were at Bombay. The files were taken by them and they had been later returned. There is no case against the STC as such.

SHRI D. N. PATODIA: What prompted them to ask for these files? The CBI is not an institution which just goes into the files. There must be certain reasons for asking for those files.

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): I did try to say in the answer that they wanted to check up what were the details of the price. There must have been some complaint about it in some form and they wanted to satisfy themselves and we believe that they had looked at these files and they were satisfied. The files have been returned; we have been told that they are not proceeding in this matter.

SHI D. N. PATODIA: May I know whether any official team was appointed by the Union Government which submitted its report on 2nd October, 1967 particularly with regard to this particular deal and whether the finding of that report suggests that the STC had been paying 25 to 30 per cent higher than the prices, the international prices, ruling at that time? May I know also in this connection whether the Reserve Bank of India have also written to the STC alleging that there is a possibility of the STC paying higher prices than the international prices?

SHRI DINESH SINGH: Sometime back, I recollect that there was a question on this matter and I had mentioned to the House that we had checked this out and found that the prices paid were, in our judgment, not high.

SHRI D. N. PATODIA: My question was whether the official team was set up by the Union Government to investigate it and what were the findings of that team and whether they have proved that the prices were higher.

SHRI DINESH SINGH: I do not recollect any such team from the Ministry of Commerce.

SHRI D. N. PATODIA: The Union Government.

SHRI RANGA: He asked for information on two specific items. One was, what was the recommendation of that team, and the other was, what were the recommendations or the observations made by the Reserve Bank of India. If the hon. Minister has any information let him give it; or let him supply it later.

SHRI DINESH SINGH: I tried to say that whatever we had enquired, I had given the information to the House. The hon. Member put to me a question whether the Government as such had set up a team. I said that the Commercial Ministry is not aware. So far as the Government is concerned, I could not say off-hand what some other Ministry may have done, or has tried to enquire or not. I shall try to find out.

SHRI D. N. PATODIA: The STC is part of the Commerce Ministry and the Union Government appointed a committee. How can the Minister say that he is not aware of it.

MR. SPEAKER: The Minister is not aware of what the Union Government might have done. There may be some enquiry.

SHRI D. N. PATODIA: It was appointed for that very reason. How can the Commerce Minister say that he is not aware of it? Please give me protection.

MR. SPEAKER: What is the protection? He says that the Commerce Ministry had not done it.

SHRI D. N. PATODIA: It was about the STC and the STC is part of the Commerce Ministry.

SHRI DINESH SINGH: You are quite right, Sir; as you mentioned, about the setting up of a team, the Government may be enquiring something. That is another matter. What the hon. Member is implying is that there was some kind of investigation held and I said that so far as the Commerce Ministry is concerned, we have not held anything.

SHRI D. N. PATODIA: I said the Union Government has done that, and the STC is part of the Commerce Ministry.

SHRI DINESH SINGH: I said I am not aware of it. But would you like me to say categorically something which I do not know?

श्री अटल बिहारी वाजपेयी : पता लगा कर बतायें ।

MR. SPEAKER: I said so; that is right.

SHRI D. N. PATODIA: What about the Reserve Bank? Is he aware that the Reserve Bank of India wrote anything to the STC regarding this particular deal?

SHRI DINESH SINGH: I would request you kindly to bear with me. The hon. Member is asking me. Will I say whether the Reserve Bank has written anything to the STC on this? There has been correspondence and the Reserve Bank must have been consulted on this thing. (*Interruption*). So far as this question is concerned—about the Reserve Bank holding some enquiry—on this I have not been informed of any enquiry that the Reserve Bank has held on this.

MR. SPEAKER: Mr. Vajpayee's suggestion is all right. He will enquire into it.

SHRI ATAL BIHARI VAJPAYEE: Let him promise it.

श्री मधु लिमये : इस वक्त नायलोन धागे के बारे में हमारी जो मांग है वह तीन स्रोतों से पूरी होती है । एक तो हमारे यहां जो पैदा होता है उससे । उसके बारे में मैंने कहा था कि जे के ग्रुप को सात करोड़ की बिक्री पर चार करोड़ मुनाफा हुआ था । उस के बाद मुझे अखबारों से पता चला कि इन्होंने कुछ दाम घटा कर जनता की आंखों में धूल झोंकने

की कोशिश की और यह उन्होंने यह मुनाफे का तथ्य सामने आने के दो या तीन दिन बाद किया है।

[redacted]

दूसरा स्रोत विदेशों से इटली जापान आदि से हम लोग जो मंगाते हैं। तीसरा स्रोत है तस्कर व्यापार यानी स्मगलिंग। मैं पूछना चाहता हूं कि किस तरह से उनके मामले को आपने एस्टीमेट्स कमेटी के पास भेजा उसी तरह से जो आरोप आज किये गए हैं इनको देखते हुए और इसको देखते हुए कि विदेशों से जो धागा आप मंगाते हैं उस के लिये आप ज्यादा दाम देते हैं और उसको अपने बाजार में भी अधिक दामों पर बेचते हैं, क्या आप इस मामले को एस्टीमेट्स कमेटी के पास भजने के लिए तैयार हैं? स्मगलिंग जो बहुत चल रहा है उसके बारे में मैंने कहा था कि आप मेरे साथ दमन में चलिये और मैं पकड़वा दूंगा। लेकिन मेरी इस आफर को इन्होंने स्वीकार नहीं किया है। मैं जानना चाहता हूं कि बहुत ज्यादा मुनाफा मिल वाले जो कमा रहे हैं तथा दूसरे जो आरोप हैं इन सब को देखते हुए क्या आप इस सारे मामले की जांच पड़ताल करने के लिये इस को एस्टीमेट्स कमेटी के पास देने के लिए तैयार हैं और क्या आप उसके पास इसको भेजने के लिये तैयार हैं?

श्री दिनेश सिंह : माननीय सदस्य ने कहा है कि तीन जगह से यह आता है। जहां तक हमें मालूम है कुछ तो हमारे देश में उत्पादन होता है और कुछ हम बाहर से मंगाते हैं। जहां तक स्मगलिंग का ताल्लुक है माननीय सदस्य को मुझे साथ ले जाने की आवश्यकता नहीं है। वह किसी—पुलिस वाले से उनको पकड़वा सकते हैं....

श्री मधु लिमये पुलिस वाले मिले हुए हैं। मैंने इसलिये आपका नाम लिया कि आप मिले हुए नहीं है, ऐसा मैं मानता हूं। कहीं ऐसा न हो कि मुझे दुबारा इस पर सोचना पड़े।

श्री दिनेश सिंह : मैं सदन से कहना चाहता था कि मैंने खुद इसके बारे में अपने मंत्रालय से कहा कि पूरी जांच उद्योग मंत्रालय से मिल कर करे कि कितना यहां उत्पादन है, क्या सामान उस में लगता है, कितनी उसकी कीमत है, कितनी कीमत पर हम मंगाते हैं और पूरी जांच हम कर रहे हैं।

श्री मधु लिमये : मैंने विभागीय जांच की बात नहीं की है। जिस तरह से उनका मामला एस्टीमेट्स कमेटी के पास भेजा गया है और उसके लिए आप राजी हो गये थे उसी तरह से क्या नायलोन धागे के मामले को भी उसके पास भेजने के लिये आप तैयार हैं?

श्री दिनेश सिंह : इसके बारे में इसका कोई प्रश्न नहीं उठता है। सदन को शायद याद है कि उस में कुछ गलती हुई थी या कहीं कुछ शायद गड़बड़ी हुई थी...

श्री मधु लिमये : इस वक्त भी हुआ है। पचास प्रश्न पूछे जाते हैं तब जवाब आता है। फिर सदन में यह हवा पैदा कर देते हैं कि कुछ नहीं हुआ है।

श्री दिनेश सिंह : इसमें गलती नहीं है। दाम ज्यादा हैं, यह हम ने खुद कहा है।

श्री मधु लिमये : मुनाफाखोरी हो रही है। बहुत गलती आप कर रहे हैं।

SHRI D. C. SHARMA: May I know at whose instance the documents on the affairs of the State Trading Corporation in Bombay were received, whether it was a private firm or whether it was some detective agent who gave that information? If it was a private firm, may I know if it was not due to the fact that some businessmen are proposed directly and indirectly in the STC indulging in trade and commerce activity?

SHRI MOHD. SHAFI QURESHI: There were two sources from which this information was gathered: one was the report appearing in the *Blitz* of the 4th November, 1967 alleging certain malpractices by the STC in relation to the nylon yarn, and the other was the CBI had received information from Messrs Universal Export-Import Agency alleging overinvoicing of imported nylon yarn by the STC.

SHRI D. C. SHARMA: Who runs this universal Export Company?

MR. SPEAKER: That is a different question.

श्री राम भरण : एस टी सी के बारे में कहा जाता है कि इस में इनएफिशंसी है, कुरप्शन है। क्या आपने यह जानने की कोशिश की है कि इसकी मेन वजह क्या है ? आपके जितने भी गवर्नमेंट आफ इंडिया के आफिसिस हैं उन में कहीं भी ऐसा नहीं है कि क्लास 1 अफसरों की संख्या का रेशो क्लास 2 के या क्लास 3 के मुकाबले में डबल या थ्री टाइम्ज हो। लेकिन यहां क्लास 1 अफसर क्लास 2 अफसरों से दुगुने हैं। क्या इनएफिशंसी और भ्रष्टाचार का यह एक मुख्य कारण नहीं है ? ये जो ह्वाइट एलीफेंट्स हैं क्या इनकी तादाद को आप कम करेंगे ?

MR. SPEAKER: That has nothing to do with the question.

SHRI K. RAMANI: Yesterday, some news appeared in the papers that the STC has decided to sell at a reduced price the imported nylon yarn. In view of the foreign exchange crisis today, instead of spending foreign exchange to import nylon yarn, may I know whether the Government will take action to reduce the price of indigenously produced nylon yarn to be distributed among the actual users?

SHRI MOHD SHAFI QURESHI: It is the endeavour of the Government to see that the yarn rices—of nylon—are reduced. The yarn was selling at Rs. 125 per 15 deniers, and the mills reduced the price to Rs. 100. It is the policy of the STC that the yarn which the STC is importing will be sold at Rupee one lesser as compared to the rates which are given by the mills. So, it is the effort of the Government to see that the prices of nylon yarn are brought down.

श्री अब्दुल गनी डार : चीनी हमले के बाद डिफेंस के नाम पर बम्बई और लुधियाना की दो पार्टियों को नायलौन धागे का पचास लाख का आर्डर दिया गया था। पचास लाख का जो आया उस में से एक पैसे के नायलौन का भी डिफेंस के लिये फायदा नहीं उठाया गया. क्या यह ठीक है ? क्या यह भी ठीक नहीं है कि उनको खुली छुट्टी दे दी गई और उन दो फर्मों ने करोड़ से ज्यादा का फायदा उठाया ? मैं जानना चाहता हूं कि क्या इस में कोई गलती हुई या नहीं हुई और अगर हुई तो क्या एक्शन लिया गया उन दोनों फर्मों के खिलाफ?

[چینی حملے کے بعد ڈفینس کے نام پر بمبئی اور لودھیانہ کی دو پارٹیوں کو نایلون دھاگے کا پچاس لاکھ کا آرڈر دیا گیا تھا - پچاس لاکھ کا جو آیا اس میں سے ایک پیسے کے نایلون کا بھی ڈفینس کے لئے فائدہ نہیں اٹھایا گیا - کیا

ٹھیک ہے - کیا یہ بھی ٹھیک نہیں ہے کہ ان کو کھلی چھٹی دے دی گئی اور ان دو فرموں نے کروڑ سے زیادہ کا فائدہ اُٹھایا - میں جاننا چاہتا ہوں کہ کیا اس میں کوئی غلطی ہوئی یا نہیں ہوئی اور اگر ہوئی تو کیا ایکشن لیا گیا ان دونوں فرموں اور افسروں کے خلاف -]

श्री मुहम्मद शफी कुरेशी : जहां तक उनके सवाल का ताल्लुक है यह मामला एस्टीमेट्स कमेटी के पास है और मेरे लिये यह मुनासिब नहीं होगा कि मैं इस पर कोई तबसरा करूं क्योंकि वूल की जो एक्सपोर्ट पोलिसी थी उसी के तहत जो एक्स्पोर्टर्ज हैं उनको हक दिया गया था कि कुछ नायलोन भी मंगायें। यह सारा मामला जो है यह एस्टीमेट्स कमेटी के सुपुर्द किया गया है इसलिये मेरे लिए मुनासिब नहीं होगा कि मैं इसके बारे में कुछ कहूं।

श्री हुकम चन्द कछवाय : नायलोन के धागे की देश में काफी मांग है। मैं जानना चाहता हूं कि देश में यह कितना पैदा होता है और विदेशों से आप कितना मंगाते हैं और कुल कितनी हमारी आवश्यकता है? क्या यह भी सच है कि इस की वजह से जो सूती धागा है उसकी मांग कम हुई है और इस कारण से कुछ मिलें बन्द होने जा रही हैं?

श्री मुहम्मद शफी कुरेशी : जहां तक नायलोन के धागे का ताल्लुक है यह धागा सूती धागे से बिल्कुल अलग है। सूती धागा कपास से बनता है और यह कैमिकल प्रोसेस से बनता है। चूंकि इसकी कमी है इस वास्ते इस को बाहर से मंगाना पड़ता है। अगर हमारे यहां इसकी पैदावार काफी मिकदार में हो तो बाहर से मंगाने की जरूरत ही न पड़े और इसका सवाल ही न उठे।

श्री हुकम चन्द कछवाय : कितना यहां पैदा होता है और कितना विदेशों से मंगाते हैं?

श्री मुहम्मद शफी कुरेशी : इस वक्त तकरीबन नौ करोड़ रुपये के माल के एस टी सी ने आर्डर दिये हैं। इस में से तकरीबन छः करोड़ रुपये का माल इस वक्त तक पहुंच चुका है।

श्री हुकम चन्द कछवाय : हम बनाते कितना हैं और मांग कितनी है, क्या इसके आंकड़े आप नहीं दे सकते हैं।

श्री मुहम्मद शफी कुरेशी : सही फिगर्ज नहीं दे सकता हूं। जहां तक मेरा ख्याल है हमारी जरूरियात दस टन के करीब की हैं और पैदावार मेरे ख्याल में चार पांच टन के करीब है।

दक्षिण में सूती मिलों का बन्द होना

992. **श्री मधु लिमये** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दक्षिण में सूत कातने तथा कपड़े की मिलों के के बंद हो जाने की आशंका है;

(ख) क्या मिल मालिकों का विचार अपने श्रमिकों के वेतन तथा महंगाई भत्ते में कटौती करने का है; और

(ग) क्या बढ़ते हुए मूल्यों को देखते हुए सरकार उन्हें ऐसा करने की अनुमति देगी?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) There is no apprehension of large-scale closure of cotton spinning mills in South India.

(b) and (c). Information is being collected and will be placed on the Table of the House.

श्री मधु लिमये : अध्यक्ष महोदय, अब इस का क्या मतलब हुआ ? 21 दिन पहले हम ने नोटिस दिया । दस दिन के बजाय 21 दिन की नोटिस मिले और फिर यह कह रहे हैं कि जानकारी इकट्ठी कर रहे हैं, तो यह क्या मजाक बना रहे हैं ? हाउस आफ कामन्स में दो दो तीन दिन की नोटिस पर सवाल पूछे जाते हैं और आप को हम 21 दिन की नोटिस देते हैं तब भी जवाब नहीं मिलता है ।

क्या सरकार का ध्यान इस बात की ओर गया है कि बहुत सारे मिलों के मालिक, जो अच्छी मिलें हैं उन की चर्चा मैं नहीं कर रहा हूं । वित्तीय और मालो घोटाल करते हैं, मिलों का दिवाला निकालते हैं, छंटनी होती है और मिलें बन्द हो जाती हैं, और फिर मजदूर के ऊपर दबाव डाला जाता है कि अगर बेरोजगारी से बचना है तो महंगाई भत्ते में और वेतन में कटौती स्वीकारो, तब जा कर हम मिल खोलेंगे तो, मैं जानना चाहता हूं कि कम वेतन पर और कम महंगाई भत्ते पर कितनी मिलें हमारे देश में चल रही हैं और क्या फिलहाल दक्षिण की 16 सूती मिलें बन्द होने की खबर उन के पास पहुंची है ?

श्री मुहम्मद शफी कुरैशी : जहां तक जनूबी हिन्द का ताल्लुक है इस वक्त तक 6 मिलों ने वहां पर नोटिस दिया है कि वह अपने कारखाने बन्द करेंगी । उस में चार मिलों को गवर्नमेंट फाइनेंशियल असिस्टेंस दे रही है । मैं माननीय सदस्य से कहना चाहता हूं कि एक तरफ तो मिलों में जो स्टाक जमा हुआ है उस की तादाद इतनी नहीं कि कोई एलार्मिंग सिचुएशन पैदा हो गई हो, एक तरफ से तो मिलें कहती हैं कि हमारा कपड़ा नहीं बिक रहा है और दूसरी तरफ मांग की जा रही है कि कन्ट्रोल वैराइटी के कपड़े की कीमत बढ़ाई जाय और फिर दूसरी चीज यह है कि काटन को जो पैदावार हो रही है उस पर ग्रोअर को उस की असली कीमत मिले तो इस में ग्रोअर का इन्टरेस्ट, ट्रेडर का इन्टरेस्ट और अल्टीमेट कन्ज्यूमर का इंटरेस्ट सभी कुछ हम मद्देनजर रख रहे हैं । यह तमाम बातें जेरे गौर हैं और मैं समझता हूं कि हमारे मिनिस्टर आज इस के मुताल्लिक कोई बयान भी दे रहे हैं ।

श्री मधु लिमये : अध्यक्ष महोदय, प्रश्न का और उत्तर का कोई ताल्लुक है ? कोई रिश्ता है । मैंने क्या सवाल पूछा था ? मैंने आप से यह जानकारी चाही थी कि इस समय जो बन्द मिलों को आप ने चालू किया मदद दे कर उन में कितनी मिलों में कम वेतन पर मजदूरों को काम करना पड़ता है क्योंकि मैं आप का ध्यान इस बात की ओर दिलाना चाहता था कि मजदूरों का वेतन घटाने के लिये यह साजिश की जा रही है ।

श्री मुहम्मद शफी कुरैशी : जहां तक हमारी इत्तिला है गवर्नमेंट ने जो वहां मदद दी है वह इसी गरज से दी है कि उन की मजदूरी में किसी किस्म की कमी न हो और वह कारखाने चालू रहें ।

श्री मधु लिमये : अध्यक्ष महोदय, मैं कई दफा आप को कह चुका हूं कि जैसे

बच्चे को जो तैयारी करके नहीं आते हैं, हमारे समय में कम से कम उन को बाहर खड़ा किया जाता था तो दिनेश सिंह साहब को दस मिनट के लिए बाहर खड़ा किया जाय जिस से कि अगले दौर वह तैयार हो कर आयें।

अब मेरा दूसरा सवाल यह है कि क्या यह भी सही है कि इस वक्त एक नया कारण यह भी हुआ है मिलों के बन्द होने का कि मिल वाले जो कपास पैदा करने वाले किसान हैं उन को उचित दाम नहीं देना चाहते हैं ? दामों को गिराने के लिये क्या जानबूझ कर उन्होंने खरीद बन्द की है और मिलों को बन्द करने की धमकी दे रखी है ?

वाणिज्य मंत्री (श्री दिनेश सिंह) : जी हां, अध्यक्ष महोदय, माननीय सदस्य जो कह रहे हैं वह बात कुछ सच मालूम होती है। लेकिन मैं यह जरूर अनुरोध करूंगा कि अगर उन को दस मिनट के लिए बाहर भेज दें तो सदन का काम ज्यादा अच्छा चलेगा।

श्री मधु लिमये : अरे, थोड़ा सा शर्म रखो।

SHRI SHIVAJIRAO S. DESHMUKH: Is the minister aware that this racket of closure of mills is a mechanism invented by private traders for the sole purose of funnelling out into private pockets what is public money and thereby floating the sinking mills at the cost of public money, thereby again opening out a few more channels of funnelling out public money by handing over the closed mills for management purposes to private parties?

SHRI MOHD. SHAFI QURESHI: The Government is aware of all that is happening in the textile industry and Government is taking the necessary steps. We are having a debate now.

SHRI S. KANDAPPAN: In the original reply, the minister stated that it is not very serious. But I am afraid it has not been properly appreciated by the ministry here because, ther are already cases where mills have been closed and they have been reopened after the guarantee of credit by the State Government. Even after that, they are not running properly and there is again a threat of closure. Our information is more than 15 mills are on the verge of closure. They say that the accumulated stock of yarn is of a higher count and so, the value of money that is involved in this is comparatively higher. They allege that the Government calculation is not correct. Then they say they are not in a position to modernise the mills. I would like to know whether the Central Government are in a position to help the industry to modernise the machinery and to clear the burden of accumulated stocks on them.

SHRI DINESH SINGH: My colleague had mentioned that the stocks are not alarming and I would only like to repeat that. About modernisation, the House is aware of the magnitude of the problem of the textile industry in this country and it will not be possible for Government to say that they can immediately set this right, because it is not wholly the responsibility of Government. It has been gradually allowed to get into this position. I have tried to explain on a number of occasions that there has not been enough ploughing back and enough modernisation effort by the industry. It is a tremendous problem and it is seriously engaging our attention. We shall do our best to help them to modernise them and work them efficiently.

SHRI S. KANDAPPAN: It is a very serious question. I have collected information from various sources and I have been told that the yarn which is accumulated there is of high count and the value is more. If you take that into account, really they are not in a position to meet the credit needs.

SHRI DINESH SINGH: The point is they have to sell them. What is the point in accumulating them? They have to sell either in the home market or the international market.

SHRI PILLO MODY: The Minister has said that they are aware of what is happening and that they are taking some action. They will not allow the punitive effect of a free market economy to take its own action on delinquent textile mills.

SHRI RANGA: Not delinquent.

SHRI PILLO MODY: There are many which are delinquent. At the same time, they will not categorically state as to what action they are taking to meet certain circumstances within the textile industry. They merely say "we are considering this, we are taking action, we know all about those things". Why don't they, at one time or the other, say "we intend to do this or that in such special circumstances"?

SHRI DINESH SINGH: I am sorry that the hon. Chairman of the Bhim Club had to get up to ask this question.

SHRI PILLOO MODY: I hope that this reply will be commensurate with my effort.

SHRI DINESH SINGH: I can only say that I shall be delighted to sit with him and try to find a solution to this problem, if he has any suggestions.

SHRI M. B. RANA: Are the government aware that the closure of mills and thereby creating unemployment is an indirect pressure on the Government so that they are able to buy cotton at a cheaper rate from the farmers?

MR. SPEAKER: That was asked earlier by Shri Madhu Limaye. Anyway it can be answered.

SHRI SHIVAJI RAO S. DESHMUKH: Mr Speaker, Sir, the question has been asked but has not been categorically replied in the affirmative by the Government. Let them deny it or affirm it.

MR. SPEAKER: I think he has agreed. He said that to bring down the price this is being done.

SHRI S. K. TAPURIAH: Sir, you will kindly recall that it was about a month back that I expressed my fears in this House that if this Ministry does not act with urgency quite large number of mills will have to close down. It appears that it is idle to expect some work from this Ministry because I am told that between the Commerce Ministry and Industries Ministry there are 1,700 files lying pending because the Ministers do not have enough time to look into the jobs for which they are paid by the people of India. On this particular question the Minister and the Deputy Minister have tried to confound the House, confuse the House and mislead the House by two different statements. The Deputy Minister said that 6 mills were to close, closure in 4 mills has been averted because the State Government has given them some financial assistance. The Minister says that the question of giving more credit does not arise because the accumulation of stock does not help, the stocks have to be cleared, even by export if necessary. How do we reconcile these statements? Someone says that financial assistance is given and somebody else says the giving of financial assistance will not help because the stocks have to be cleared. May I ask whether as a constructive attempt to solve this problem he is prepared to give themselves for export of this yarn that has been accu-

mulated and rather than givig these incentives in terms of only cash they will permit the import of certain raw materials required by the textile industry and of which they are in short supply? For example, is he prepared to give incentive to mills for the import of nylon or polyster fibre which are in short supply, against the export of cotton yarn?

SHRI DINESH SINGH: I am not quite sure whether the hon. Member was making a speech on the Demands of the Ministry or asking a question. What he has asked is a basic policy question which, if I may say so with due respect to him, could have better been asked a few hours later when the Demands come up for discussion so that I may be able to give a more detailed reply.

SHRI S. K. TAPURIAH: How can we ask such questions during the Demands? Yesterday we raised the question of the import trade control policy. At the last moment he brought in the import trade policy and he asked us to discuss it in two minutes.

MR. SPEAKER: I am afraid he would not get a chance to speak on this even on the Demands.

SHRI S. K. TAPURIAH: Even my party cannot speak. Please give me one minute to explain the issue. The announcement about the import trade control policy was announced in the House a few minutes before the Demands of the Ministry were taken up. How do you expect members to speak and read at the same time and then offer comments? That is very unfair.

SHRI PILOO MDY: Unfortunately, the Minister thinks everybody studies in the same fashion as he does.

श्री शिवनारायण : अध्यक्ष महोदय, वर्तमान सरकार समाजवादी व्यवस्था में विश्वास करती है, इस लिये मैं माननीय मिनिस्टर से पूछना चाहता हूं कि जो लेबर मिलें बन्द करने की धमकी दे रहे हैं या लेबरर्स को तंग करने के लिये मिलों को बन्द कर रहे हैं, क्या सरकार उन को नैशनलाइज कर के कोआपरेटिव बेसिज़ पर चलायेगी, जिससे कि कपड़े का संकट देश से दूर हो और गरीबों को कपड़ा मिल सके ?

श्री दिनेश सिंह : जो दवा माननीय सदस्य ने बताई है, वह दवा तो अच्छी है, लेकिन उसके बनाने में भी काफ़ी सिरदर्द है। हम ने जो विधेयक यहां पर रख था और जिसको इस सदन ने माना है, उस के आधार पर हम कोशिश करेंगे कि इन को रेग्यूलेट कर सके।

श्री अटल बिहारी वाजपेयी : कुछ मिलें इस लिये बन्द हो रही हैं या बन्द की जा रही हैं कि उन के मालिक, जिस ज़मीन पर मिलें खड़ी हैं, उस ज़मीन को बेच कर या उस पर मकान बनाकर उसके द्वारा मुनाफ़ा कमाना चाहते हैं। बम्बई की एडवर्ड मिल का मामला मंत्री महोदय के सामने आ चुका है। 7 जुलाई, 1967 से मिल बन्द है, एक प्रतिनिधि मण्डल श्री मंत्री महोदय से इस सिलसिले में मिला था। मैं मंत्री महोदय से जानना चाहता हूं कि उस मिल को चालू करने के बारे में क्या किया जा रहा है ? क्या मिल मालिकों को छूट होगी कि मिल को बन्द कर के मकान बना कर मुनाफ़ा कमायें ?

श्री दिनेश सिंह : अध्यक्ष महोदय, ऐसी छूट नहीं होगी।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मैं ने कहा था कि एक प्रतिनिधि मण्डल उस मिल के बारे में मिला था। क्या उस मिल को चालू करने के बारे में सरकार कोई कदम उठा रही है।

श्री हुकम चन्द कछवाय : भूपाल का मामला भी उलझा पड़ा है ।

श्री तुलशी दास जाधव : अध्यक्ष महोदय, मंत्री महोदय ने कहा है कि इस प्रकार की मिलों को हाथ में लेने और उन को चालू करने के लिये एक बिल पास हुआ है । शोलापुर में दो-ढाई करोड़ रुपये की जायदाद धूल खाते में पड़ी हुई है, 6 हजार काम गार बेकार हो गये हैं, इस कानून के अनुसार या इस का डिपार्टमेंट इस मिल के बारे में क्या कर सकती है इस प्रश्न का उत्तर मुझे चाहिये ?

श्री दिनेश सिंह : इस कानून के मुताबिक सरकार क्या कर सकती है, यह तो कानून में लिखा है । जिस विशेष मिल के बारे में माननीय सदस्य ने कहा है, वह चार साल से बन्द है । इस बिल के मुताबिक एक एक कारखाने को देखना पड़ेगा, कौन मिल चल सकती है, उस के लिये कितने खर्च की जरूरत होगी । ये सब बड़े पेचीदा सवाल हैं--इस लिये एक दम मेरे लिये कह देना कि उस को चलायेंगे या नहीं चलायेंगे यह कैसे सम्भव है ।

SHRI NATH PAI: May I know from the Minister whether the Government intends to follow its own policy, which was announced with so much fanfare, about the creation of the Textile Mills Corpoartion of India, or to rollow the advice, as it is customary with them, of the Federation of Indian Chambers of Commerce and Industry, which has asked for one abolition of the excise duty and also for removal of the control? In this context may I know why it took seven long months to help the workers of the Edward Mills, who have given to Government Rs. 45 lakhs of their precious savings in the form of provident fund, to run the mills? Why did it take such a long time when he had armoured himself with this power,by assuring the country and particularly Parliament that he will ensure that no single mill is forced to close down or a single employee is thrown out of employment? What prevented him from taking atcion? I want a reply, if possible, to both of my quetsions.

SHRI DINESH SINGH: The hon. Member knows very well that the function of the Textile Corporation is entirely different from the function of the Federation.

SHRI NATH PAI: Which of the two does he want to follow??

SHRI DINESH SINGH: We are going to follow the judgment which Government make of the situation. The Textile Corpoartion has certain functions. The Federation represents the industry. Both of them will be consulted as and when necessary. As regards the specific case of the Edward Mill that has been referred to by the hon. Member, he knows that it is a matter in which we have to act in consultation with the State Government. He is aware of the effort that we are making to start the mill. It is very diffcult for me to put down a dateline or to say that this will be done except to say that we are doing our best. It is a very difficult industry. Everybody has talked about the position it has gone into. All this trouble that has been created over nearly 50 years of this industry cannot be set right in 15 months.

SHRI NATH PAI: A more important question was: What is their reaction to the demand for abolition of controls; are they going to give in to this demand? It has happened in the past. The Fedeartion of Chambers of Commerce and Industry has

come out yesterday with a resolution demanding the abolition of controls. May we know what is the Government's thinking on this issue?

SHRI DINESH SINGH: Government's thinking on this issue is that we should retain control over a section of production of cloth which in our judgment would be essential for mass consumption so that we are able to maintain a reasonable price and the price does not jump up.

SHRI P. G. SEN: Has the Government looked into the question of diversion of capital by one mill to another and as a result the closure?

SHRI DINESH SINGH: I cannot say offhand.

SHRI ANBAZHAGAN: In the present crisis of the textile mills in order to avert the impending closure of sick mills in Tamil Nad the Madras Government has come forward to take over such mills and run them on behalf of the Government but in such cases the Government has to spend a lot of money in order to revive such mills and put them in a working condition. Will the Central Government come forward with any financial assistance to such a proposal of the Madras Government?

SHRI DINESH SINGH: Subject to the limitation of finances of the Central Government we shall certainly assist the Madras Government.

SHRI MANUBHAI PATEL: The hon. Minister has just now said that the Central Government has to take action in consultation with the State Governments. In certain cases where the State Governments have already recommended the taking over of certain mills, why is the Central Government hesitating to appoint authorised controllers over them?

SHRI DINESH SINGH: We can discuss the question mill by mill if you so desire but the point is that the Central Government have also to commit certain funds as their guarantee and they have also to satisfy themselves whether the guarantee that they are giving is economic or whether it will be returned or not. That is why each question has to be examined on merits.

SHRI RANGA: Some reference has already been made to one of the suggestions made by the Madras Government. Some time ago the Madras Government was approached by the millowners and they had some discussions. The Madras Government offered some support in some direction. May I know whether Government would be willing to get into a conference of not only the State Governments concerned in the South —in Madras more than one lakh workers are employed in these mills— but also with the State Bank of India and other banks and the Reserve Bank in order to facilitate the supply in adequate proportions of credit for different types of their stocks and their various productive activities so that they can all be helped to keep these people employed and at the same time can go on with their productive activities?

SHRI DINESH SINGH: I have on a number of occasions discussed this matter with the Chief Minister of Madras and we were able to give him certain assistance when he has asked for it. Of course, we had our difficulties and our limitations and obviously we could not fulfil the entire expectations that he had. As regards holding a larger meeting, certainly we shall at a suitable time call a larger meeting. It is our endeavour to get some kind of a working plan which we can then discuss with the State Governments, banks and others.

श्री कंवर लाल गुप्त : अध्यक्ष महोदय, मेरी सूचना यह है कि अभी तक इस क्षेत्र में 16 मिलें बन्द हो चुकी हैं और करीब 35 हजार मजदूर बेकार हो गये हैं, अब इसके क्या कारण हैं या क्या दिक्कतें हैं वह जो मिल मालिक हैं, कुछ और बताते हैं और सरकार का जजमेंट कुछ दूसरा है । तो मैं माननीय मन्त्री महोदय से पूछना चाहता हूं कि इस प्रकार से जो मिलें बन्द होती रहती हैं और उनके सम्बन्ध में सरकार द्वारा कोई निर्णय लेने और रास्ता निकालने में देर होती रहती है इसलिए क्या कोई ऐसी मशीनरी या एथारिटी बनायेंगे जो कि, जब मिलें बन्द हों तब उसके कारण मालूम करके, अगर मिल-मालिक कुछ गलती करता है तो उसे मजबूर किया जाय उसे ठीक करने के लिए या अगर सरकार उसमें कुछ मदद देकर उसे ठीक कर सकती है तो यह सरकार करे ? क्या इस प्रकार की एक परमानेन्ट एथारिटी बनायेंगे जिससे कि मजदूरों को भी दिक्कत न हो और जो उपभोक्ता हैं उनको भी तकलीफ न हो ?

श्री दिनेश सिंह : माननीय सदस्य जानते हैं कि इस तरह की मशीनरी अभी भी है जिसके हिसाब से इन्वेस्टीगेशन होता है और मिलें भी कुछ सरकार लेती ही है । हमने काफी मिलें ली हैं लेकिन मैं माननीय सदस्य से कहना चाहूंगा कि बहुत सी ऐसी मिलें हैं जो कि बहुत पुरानी हो गई हैं या जिनमें इतनी गड़बड़ी हो गई है कि यदि सरकार उन को लें तो भी उनको एकदम से चलाया नहीं जा सकता है । तो यह सब कठिनाइयां हैं, यह बात नहीं है कि अगर कोई मिल बन्द हो जाती है तो सरकार कुछ करना नहीं चाहती है । बहुत सी मिलें तो ऐसी हैं कि जिनको कोई भी सरकार नहीं चला सकती है ।

इसके बाद जहां तक परमानेन्ट मशीनरी की बात है, हम टैक्सटाइल कारपोरेशन जो बना रहे हैं उसमें कुछ देर हुई क्योंकि रुपए का इन्तजाम करना पड़ा, कुछ और भी दिक्कतें थीं, अब उसकी इजाजत मिल गई है और जहां तक मेरा ख्याल है, मन्त्रालय से उसको रजिस्टर करने का भी इन्तजाम हो गया है । जैसे ही वह रजिस्टर हो जायगा, वह बन जायेगा तो उसके जरिये हम यह काम करने की कोशिश करेंगे ।

SHRI AMRIT NAHATA: Besides mismanagement and unproductive wastefulness of textile mills the main reason why textile mills close down is that the entire textile industry in our country is absolutely wasteful. While Japan produces only 200 varieties of standardised cloth we in our country have 20,000 varieties. Would the Minister consider the imposition of minimum standards of cloth so that the entire textile industry is put on sound economic footing?

SHRI DINESH SINGH: I shall be very glad to consider it—in fact, I have been considering it and I have also been talking about it—but we have a variety in this country and people prefer different kinds of cloth. If it is the wish of the House that I do it, I shall be very glad to do it but then we shall have the problem of hon. Members saying that they cannot get the particular variety that they have been wearing.

श्री जार्ज फरनेन्डीज : एडवर्ड मिल के सम्बन्ध में मन्त्री महोदय ने कहा कि उस मिल की जमीन को बेच कर मकान बनाने की छूट मालिकों को नहीं दी जायेगी । क्या मन्त्री महोदय बतायेंगे कि उस मिल के मजदूरों ने अपने प्राविडेन्ट फण्ड की रकम में से 45 लाख रुपया उस मिल को चलाने के लिये सूबे की सरकार को दिया लेकिन उसके बाद में आफिशल लिक्वीडेटर ने ऐसा हुक्म दे दिया कि वह मिल न चलाई जाए ?

दूसरी बात यह है कि इस मिल की मद्रास में जो पुरानी जमीन थी उस जमीन को एक साल पहले, जो उसका असली दाम था वह दाम न बता कर कुछ कम दाम में बेचने का काम मालिकों ने किया है, क्या इसकी जानकारी सरकार को है ? यदि हां, तो उस पर सरकार क्या कार्यवाही की है ?

श्री दिनेश सिंह : अध्यक्ष महोदय, इस सवाल का कुछ हिस्सा माननीय सदस्य ने पिछली मर्तबा भी पूछा था और जहां तक मेरा ख्याल है, मैंने जवाब भी दिया था । एक दम मेरे दिमाग में नहीं आ रहा है कि मैंने क्या जवाब दिया था, मैं माननीय सदस्य को उसकी सूचना दे दूंगा ।

श्री ओ० प्र० त्यागी : अध्यक्ष महोदय, क्या यह सच नहीं है कि मिल मालिकों के पास बहुत बड़ा कपड़े का स्टाक पड़ा हुआ है और वे उसको फिक्स्ड दाम से कम दाम पर भी बेचने के लिए तैयार हैं इसलिए क्या सरकार उन मिलों की सहायता के लिए इतना काम करने के लिए तैयार है। कुछ पररसेन्ट, 40 परसेन्ट या 50 परसेन्ट कपड़ा डि-कंट्रोल कर दे ताकि वे अपनी इच्छानुसार कीमत पर कपड़ा बेच सकें ?

श्री दिनेश सिंह : बहुत बड़ी मात्रा में कपड़ा कहां पड़ा हुआ है, यह मुझे नहीं मालूम है । दूसरे यह कि अगर कम दाम पर कपड़ा बिक रहा है तो यह बड़ी खुशी की बात है । अब 40 परसेन्ट पर तो कुल कन्ट्रोल है, अगर उसको भी हटा दें तो कन्ट्रोल क्या रह जायेगा ।

श्री शीलभद्र गोयल : पिछले वर्ष हमारा जी कपड़े का निर्यात है वह दो करोड़ 40 लाख मीटर कम हो गया है, क्या इसका कारण यह है कि मिल अपनी पूरी कैपेसिटी पर काम नहीं कर सकीं या उसके दूसरे कोई कारण हैं जो इतनी भारी कमी हमारे कपड़े के निर्यात के अन्दर हुई है ?

श्री दिनेश सिंह : इसके कई कारण हैं जो कि सदन को मालूम हैं और कपड़ा बेचने के लिए उन को जो इंसैंटिव दिये हैं वह भी सदन को मालूम है ।

SHRI K. RAMANI: On 26th, some 25 Members belonging to different parties of this House submitted a memorandum to the Commerce Minister asking the Government to intervene immediately to stop the threatened closure of mills by the Southern India Mill-Owners' Association. Now, the hon. Minister has said that there is no such threat and that the mills already closed have been reopened. But that is far far ago. They have now threatened to close 20 mills. May I know whether the Government will intervene and try to purchase the accumulated stock? The Mill-owners say that Rs. 11 crores worth of yarn is in stock. Here, the hon. Minister says that the situation is not so alarming. But it is alarming. Already 5000 workers are unemployed. I want to know whether they will intervene now and try to purchase, though S.T.C., some stock, stop the closure of mills and relieve the distress and give employment to all the workers?

SHRI DINESH SINGH: The hon. Member is aware that this is a continuing process by which capitalists who hold and control the mills put pressure on the workers and our effort is to give as much support to the workers as possible. What I had said was that we had received information of the likely closure of six mills out of which the State Government was giving financial assistance to four mills and that there were only two mills about which we were examining. I would like to say very frankly to the House that this is one of the most important quetsions the textile quesion that faces us. There

will be tremendous pressure from the industrialists in this and the only way we shall be able to meet it is by the House giving its utmost attention and taking decisions to support us in our efforts of modernisation and supporting the workers.

SHORT NOTICE QUESTION

Acceptance of Directorship of Bank of India by Chairman of Industrial Licensing Policy inquiry Committee

SNQ. 15. SHRI CHINTAMANI PANIGRAHI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Professor M. S. Thacker the Chairman of the Committee appointed to investigate into the question of issue of industrial licences to private monopoly houses in the country has accepted the directorship of the Bank of India and is attending its meetings; and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI RAGHUNATH REDDI): (a) and (b). The facts regarding the question are that it is understood that Professor M. S. Thacker, Chairman of the Industiral Licensing Policy Inquiry Committee was invited informally to a meeting of the Board of Directors of the Bank of India on the 28th March, 1968, to let them know his decision on the offer made to him of Directorship on the Board of the Bank. After telling them that he required three to four weeks to consider his decision, Professor Thacker came away from the meeting. Subsequently, the Government have been informed that he has declined the offer. In the circumstances it is not proposed by Government to take any further action in the matter.

SHRI CHINTAMANI PANIGRAHI: May I know from the hon. Minister whether the Government will enquire into the fact whether the Bank of India in which there are financial interests of the private monopoly houses like, Tatas, Birlas etc., offered, immediately after Prof. Thacker's appointment as the Chairman of this Committee a fat allowance of Rs. 5000 per month if he accepts the Directorship of their Board of Directors and whether, in pursuance of this offer, after the appointment as the Chairman of this Committee, Prof. Thacker went to attend the Board of Directors meeting without the knowledge of the Government or whether he informed the Minister or the Secretary that he was going to attend the Board of Directors meeting of the Bank of India in Bombay?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): It has already been mentioned in the reply that he was requested by the Bank to tell in their meeting whether he was accepting the offer or not. He went there to say that he wanted three to four weeks time to give a reply and he came away.

SHRI CHINTAMANI PANIGRAHI: Will the hon. Minister tell us as to how many times Prof. Thacker has paid visit to certain monopoly houses after he was appointed as the Chairman of this Committee? Its terms of reference are to enquire into the licences issued to the private monopoly houses. Would he tell us how many times he has visited certain monopoly houses and will he tell us that from the log book of the car maintained. So far as I have collected the information, he has paid visits, 25 times, to one of the private monopoly houses and that is of the Birlas. He is the Chairman of such an important Committee to enquire into the present day dreadful disease of T.B. which is a new abbreviation for Tatas and Birlas. May I know whether the Government are considering, in this background whether it is possible that the Committee will function effectively

and will work impartially? May I also know from the hon. Minister the whereabouts of the Chairman now, whether he is today in India or elsewhere?

SHRI F. A. AHMED: So far as the visits of Prof. Thacker to any houses of the monopolists are concerned, I have no information. If the hon. Member wants, I will examine and find out if he has gone to any houses. So far as the second question is concerned, Prof. Thacker is now in New York. He has gone there to attend the meeting of the United Nations Advisory Committee on Application of Selected Technology for Development in his capacity as Member of the Committee.

SHRI CHINTAMANI PANIGRAHI: My second question was whether, in this background, the Government will consider whether the Committee under the Chairmanship of Prof. Thacker, is going to function effectively because Parliament has put a great responsibility on that Committee.

SHRI F. A. AHMED: The Committee consists of two other Members also. I am sure there is no allegation made with regard to the other two Members. So far as this particular question was referred to, since he has not accepted the Directorship of the Bank, the question of replacing Prof. Thacker does not arise. I am sure the other two Members will look after the interests of the Committee.

SHRI UMANATH: So far as Prof. Tacker's links with big business houses are concerned, we were clear about that. Now it is very clear from the hon. Minister's reply. Knowing fully well that he was the Chairman of such an important Committee connected with the investigations into the activities of big business houses; the fact that he attended the Board of Directors meeting of a Bank which is considered to be one of the five big banks in the country controlling majority shares, conclusively proves his links with big business houses. We knew about his links before but this proves it conclusively. I would like to know from the Government, under these circumstances, what was the purpose in making Prof. Thacker as the Chairman of that Committee. Was it merely to white-wash and undo the findings of the Hazari Report? Since these things have come out, that he had attended the Board of Directors meeting—his declining to accept the offer was an after-thought—may I know whether the Government propose to remove Prof. Thacker not only from this Committee but also from the membership of the Planning Commission?

SHRI F. A. AHMED: So far as I am aware, Prof. Thacker is no longer serving in the Planning Commission. He is only the Chairman of this Committee. The question asked was whether in view of his reported decision to accept the Directorship of a Bank, whether Government wants to take any action. I have replied to that.

SHRI UMANATH: Why did he attend the Board of Directors meeting being the Chairman of this Committee?

SHRI F. A. AHMED: I have said that since the information has been conveyed to me that he is not going to accept the offer, the question does not arise. Now, so far as the report regarding attending the meeting is concerned, it has been brought to my notice that he was asked to convey the acceptance or rejection before the Board of Directors....

SHRI UMANATH: Why? It could be done by a letter. Why should he attend the Board meeting?

SHRI F. A. AHMED: . . . therefore, he went there and said that he wanted three or four weeks time and he came away.

SHRI UMANATH: Why did he ask for time? His links are proved.

SHRI BEDABRATA BARUA: It is one of the serious points of public morals so far as his behaviour is concerned. Prof. Thacker, having been the Chairman of this very important Committee which is a judicial body, from the very beginning, applied that position to bargain with industrial houses attending their seminars dinners and all that. The hon. Member earlier asked what has been his role except that of attending dinners and all that. The Log book will show that. So far, he has succeeded in getting something in Bombay. He went to Bombay to attend these things. The Bombay Government gave an official car and he was given the status of a Minister of State. A man who has been appointed in a judicial capacity should not have behaved in this fashion. Now that he has behaved in this fashion, the minimum that the Government can do is to remove him from that position; nothing short of that would give confidence to the public that the inquiry is going to end up in anything, because the *modus operandi*, the method by which he has operated has left such a stink.

SHRI F. A. AHMED: I do not, for a moment, believe that a person of his stature and status would fall a prey to such temptations, and unless and until there is a positive evidence before us that he has done something . . . (*Interruptions*). no action can be taken . . . (*Interruptions*).

SHRI UMANATH: He attended the meeting....

MR. SPEAKER: Order, order. No shouting please.

SHRI UMANATH: He attended the Board meeting and he asked for time to consider the proposal. What more does the Minister want?

SHRI S. KANDAPPAN: There is evidence that he attended the Board meeting and asked for time to consider the proposal.

MR. SPEAKER: Mr. Banerjee:

SHRI S. M. BANERJEE: I would like to know this. Now that there is unanimity in the House from all quarters except the Swatantra Party. (*Interruptions*) that he should be removed from the Committee . . . (*Interruptions*). I would like to know from the hon. Minister whether he is aware that Prof. Thacker, when he was brought to the Ministry of Scientific Research and previous to that was always connected with private big business houses. What are his antecedents? In view of his past antecedents, may I know whether he will now be removed from the Committee, whether he will be asked not to attend any such meetings without the permission of the Government?

SHRI F. A. AHMED: I have already said that the Government, under the circumstances, do not propose to take any action.

SHRI S. M. BANERJEE: My specific question is whether it has been verified that, before coming to the Government of India, he was connected with private big business houses.

SHRI F. A. AHMED: Even if he was connected, there is no bar that such a person cannot be a member of this.

श्री चन्द्रजीत यादव : क्या माननीय मन्त्री महोदय यह बतलाने की कृपा करेंगे कि क्या यह बात सही है कि प्रो० ठैकर ने बैंक आफ इण्डिया के आफर को ऐक्सप्ट कर लिया है, जिस में हिन्दुस्तान के बड़े बड़े पूंजीपति हिस्सेदार हैं और सबसे बड़ा हिस्सा टाटा का है तथा गोयनका और दूसरे लोग उसके डाइरेक्टर्स हैं ? क्या यह भी सही है कि आफर ऐक्सेप्ट करने के बाद उन्होंने कमेटी के जो दूसरे दो मेम्बर हैं उनसे यह बात कही कि वह इस आफर को ऐक्सेप्ट कर रहे हैं, और उन के ऐसा कहने के बाद जो कमेटी के दूसरे मेम्बर हैं उन्होंने व्यक्तिगत रूप से श्री ठैकर को खत लिखा कि उनको इस पर

आपत्ति है कि उनकी कमेटी के चेअरमैन इस आफर को ऐक्सेप्ट करें । उन्होंने उस खत की कापी मन्त्री महोदय को भी भेजी । उसके बाद श्री ठैकर अमरीका जाने से पहले 29 तारीख को मन्त्री महोदय से मिले थे । क्या श्री ठैकर ने मिलने के बाद उनसे कहा कि वह इस आफर को ऐक्सेप्ट नहीं कर रहे हैं ?

श्री फखरुद्दीन अली अहमद : मुझ से श्री ठैकर ने जो कहा वह यह कि यह आफर आया है, और इस आफर की बाबत उन्होंने अपने कोलीग्ज से जिक्र किया है । उन्होंने इस पर ऐतराज किया है कि अगर वह इस आफर को ऐक्सेप्ट करते हैं तो उन को कमेटी के चेअरमैनशिप से हटना पड़ेगा । जब उन्होंने मुझ से ऐसी बात कही तो मैंने पूछा कि उनका क्या विचार है । वह कहने लगे कि उन्होंने इस का फैसला नहीं किया है कि वह ऐक्सेप्ट करें या नहीं । लेकिन जाने से पहले वह कह गये हैं कि उन्होंने इस आफर को डिक्लाइन कर दिया है ।

श्री चन्द्रजीत यादव : दूसरे दो सदस्य श्री ठैकर को जो खत भेज चुके थे उसकी कापी उन्होंने मन्त्री महोदय को दिया था अपना ऐतराज जाहिर करते हुए कि उनको इस आफर को ऐक्सेप्ट नहीं करना चाहिये । मैं पूछना चाहता हूं कि जब माननीय मन्त्री जी को इसका पता लगा तो क्या उन्होंने उनसे पूछा कि जब वह चेअरमैन थे तब वह किस हैसियत से बम्बई जाकर के मीटिंग में गये । उसका टी० ए० उन्होंने ड्रा किया है, महाराष्ट्र गवर्नमेंट की कार में जाकर मीटिंग अटेंड की है ? क्या उनसे जवाब तलब किया गया है कि वह किस हैसियत से वहां गये जब दूसरे दो सदस्यों ने आपत्ति की थी ?

श्री फखरुद्दीन अली अहमद : जहां तक कापीज का ताल्लुक है, किसी मेम्बर ने जो खत उन को लिखा था उसकी कापी उसने मुझे नहीं भेजी । मेरी जो बातचीत हुई थी वह सिर्फ श्री ठैकर से हुई थी और उन्होंने कहा था कि 26 तारीख को कमेटी में यह फैसला होने वाला है कि वह इस को ऐक्सेप्ट करते हैं या नहीं । एक मेम्बर ने उन्हें यह लिखा है कि यह खराब बात है और वह इसको ऐक्सेप्ट न करें । वह इन सब चीजों पर सोच विचार कर रहे हैं । वह किसी एक कमेटी के काम से बम्बई गये हुए थे, और वहां जाने के बाद जब उनकी मीटिंग हुई तो वहां जाकर वह कह आये कि उन को तीन चार हफ्ते का वक्त दिया जाना चाहिये यह फैसला करने के लिये कि वह ऐक्सेप्ट करते हैं या नहीं ।

SHRI RANGA: We are opposed to this licensing system, and if they have to be extended and this must be there, we have always stood for an impartial, non-political, quasi-judicial body, to go into this matter and to decide whether anybody should be given licence or not. Since this Inquiry Committee was established in order to inquire whether these licences had been properly given to proper people in the correct fashion, it is all the more necessary that the Chairman as well as the members should be entirely free from any kind of entanglements. I am told—I do not know who this Dr. Thacker is; there are a number of Dr. Thackers in our country—that this Dr. Thacker is a scientist and was connected with the Bangalore Institute of Science. Therefore, it is quite possible that he could make a mistake like this because he did not know the intricacies of this Government. May I know whether before accepting this particular anomalous position, he consulted the Government or asked for any advice, or even after he has accepted, whether he has taken the trouble of consulting the Government whether what he has done or poposes to do is quite correct and the right thing to do in the light of the practices of the Government?

SHRI F. A. AHMED: As I have already pointed out, he has not accepted the offer of becoming the Director of the Bank. Just before his departure for New York, he came and told me that this is the position and asked for the Government's reaction. I said, if he becomes the Director of the Bank, it would be impossible for him to remain as the Chairman of this Committee.

SOME HON. MEMBERS *rose*—

MR. SPEAKER: Will all of them please sit down? There are a number of people on both the sides. Now as I see, there is no difference of opinion; all the parties, including the Minister say that he went and attended the meeting; all of them say that this Committee must be above board. There is no difference of opinion on this in the Government or in the Opposition. With all this controversy and the unanimous opinion expressed by Government, I am sure Government will have to consider it. I do not think any difference of opinion is there on that. Now, let us go on to the next item.

WRITTEN ANSWERS TO QUESTIONS

Cement Plants

*989. SHRI ESWARA REDDY:
SHRI ARJUN SINGH BHADORIA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Cement Corporation of India has drawn up plans for setting up four new cement plants in the public sector;

(b) if so, the main features thereof;

(c) the estimated cost of the plants and their production capacity; and

(d) the sites selected for location of the plants?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The Cement Corporation of India has submitted to the Government for approval seven project reports—six for manufacture of portland cement with an annual capacity of 200,000 tonnes each and an employment potential of about 500 persons each for location at Mandhar (M.P.), Kurkunta (Mysore), Ncemuch (M.P.), Jagdalpur (M.P.), Tandur (A.P.) and Bokajan (Assam); and the other one is for manufacture of 50,000 tonnes of masonery cement near Mehrauli (Delhi), having an employment potential of about 100 persons. The estimates of cost vary from Rs. 440 to 537 lakhs except in the case of Bokajan (Assam) and Mehrauli (Delhi) for which the costs are estimated at Rs. 832 lakhs and Rs. 66 lakhs respectively. All these reports are under consideration of the Government of India.

(d) Mandhar (M.P.) and Kurkunta (Mysore) out of the above locations have so far been approved.

Tea Plantations in Kangra

*993. SHRI PREM CHAND VERMA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the tea plantations in Kangra District are progressively deteriorating and the labour is also in difficult conditions there; and

(b) if so, the steps which are proposed to be taken to prevent further deterioration of the plantations?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The yield of tea per hectare in Kangra District has recently shown a declining trend. Government are not aware of any particular difficulties experienced by the labour in this area.

(b) An experimental station has been set up at Palampur so as to help the planters in improving their cultural practices. Fertilisers are being supplied at subsidized rates to the planters of small holdings who are in a majority in this area. Besides, the growers in this area are also entitled to the other benefits already available to the tea industry in the field of production.

Meeting of General Managers of Indian Railways

*994. SHRI A. SREEDHARAN:
SHRI KAMESHWAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an extraordinary meeting of the General Managers of the Indian Railways was held on the 6th and 7th March, 1968;

(b) if so, what was the agenda of the meeting; and

(c) the decision taken thereat?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No extraordinary meeting was held. It is customary for the Railway Board to hold meetings from time to time with the Heads of Departments and General Managers of Zonal Railways. Accordingly, a meeting was held with Chief Operating Superintendents and General Managers of Indian Railways on 6th and 7th March, 1968.

(b) The agenda related to a review of general operation, especially in the context of less materialisation of traffic *vis-a-vis* anticipations, non-utilisation of existing capacities available and ways and means to put the existing assets to the best possible use with the maximum economy, and safety on Railways.

(c) (i) A more critical and statistical analysis of the Operating performance with a view to achieving optimum utilisation of existing assets;

(ii) Performance of break-of-gauge transhipment points, which constitute bottlenecks in free movement, particularly in the context of increasing labour difficulties, need for mechanising, wherever necessary etc. etc.

(iii) Review of the activities of the Marketing & Sales Cells on the Railways for promotion of rail traffic.

(iv) Augmenting of revenue by prevention of ticketless travelling and special watch thereon; and

(v) Achievement of maximum economy, particularly in operating and fuel expenses and personnel.

लम्बी यात्रा वाली गाड़ियों में तीसरे दर्जे के और अधिक डिब्बे लगाना

*995. श्री ओ० प्र० त्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि लम्बी यात्रा वाली गाड़ियों के अधिकतर डिब्बे इस समय आरक्षित होते हैं और अन्य यात्रियों के लिये एक अथवा दो डिब्बे ही अनारक्षित रहते हैं;

(ख) क्या यह भी सच है कि आरक्षित टिकटों वाले यात्रियों की तुलना में तृतीय श्रेणी के अन्य यात्रियों से सरकार को अधिक आय होती है;

(ग) यदि हां, तो उन लोगों की बजाय जिनसे रेलवे को अधिक आय होती है अन्य व्यक्तियों के लिये अधिक स्थानों की व्यवस्था किये जाने के क्या कारण हैं;

(घ) क्या तीसरे दर्जे के डिब्बों की संख्या बढ़ाने का सरकार का विचार है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) प्रत्येक गाड़ी की स्थिति भिन्न-भिन्न होती है। लेकिन यह सच है कि लम्बी दूरी वाली कुछ महत्वपूर्ण गाड़ियों में अनारक्षित डिब्बों की संख्या से आरक्षित डिब्बों की संख्या अधिक होती है।

(ख) और (ग). आरक्षित और अनारक्षित डिब्बों में यात्रा करने वालों से होने वाली आमदनी के आंकड़े अलग-अलग नहीं रखे जाते।

लम्बी दूरी वाले यात्रियों को आराम पहुंचाने के लिए आरक्षित स्थानों की सुविधा मुख्य रूप से लम्बी दूरी वाली डाक और एक्सप्रेस गाड़ियों में दी गयी है ताकि ऐसी गाड़ियों में भीड़-भाड़ कम की जा सके और लम्बी दूरी वाले यात्रियों को न केवल प्रारम्भिक स्टेशनों पर, बल्कि मार्ग में भी निश्चित स्थान दिये जा सकें। प्रत्येक गाड़ी में आरक्षण के लिए अलग रखी जाने वाली जगहों की संख्या उन गाड़ियों में स्थान चाहने वाले लम्बी दूरी के यात्रियों की संख्या को ध्यान में रख कर बड़ी सावधानी से निश्चित की जाती है।

(घ) जी हां, बशर्ते गाड़ियों में गुंजाइश हो और अन्य श्रेणियों के यात्रियों की जरूरतों को भी ध्यान में रखते हुए।

(ङ) सवाल नहीं उठता।

Cheating at Gaya station by Diverting wagons to other stations

*996. SHRI SRINIBAS MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large scale cheating by diverting wagons to other stations and taking delivery on forged Railway receipts have been detected at Gaya station;

(b) if so, the *modus operandi* of the persons concerned;

(c) the total estimated amount involved; and

(d) the steps taken to check it?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). There has been no large scale fraudulent diversion of wagons and delivery on forged Railway receipts. There has, however, been one such case at Manpur near Gaya on Eastern Railway, wherein wagons containing consignments of linseeds booked ex-Sitamarhi (North Eastern Railway) to Chitpur (Eastern Railway) were fraudulently diverted to Manipur, being transhipped at Garhara and taken delivery on forged Railway receipt.

(c) Rs. 50,000.

(d) A statement giving the required information is laid on the table of the Sabha. [Placed in Library. *See* No. LT-705/68].

Inventor of Suri Transmission System

*997. SHRI K. RAMANI:
SHRI JYOTIRMOY BASU:
SHRI E. K. NAYANAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the present Director of the Central Mechanical Engineering Research Institute is the inventor of Suri transmission system;

(b) whether his invention was an outcome of research within the railway establishment;

(c) whether his visit to Germany was arranged/paid for by the Railways;

(d) whether he took a patent for his invention and if so, where; and

(e) whether he sold his invention to the Railways itself?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, Sir.

(b) There was no direct connection between the invention and the inventor's officail duties.

(c) Yes, Sir.

(d) Patent of his invention has been taken out in India, United Kingdom, West Germany, Canada, France, Czechoslovakia, Italy, United States of America, Brazil, Japan and Australia.

(e) He was granted permission to take out patent of the invention in the countries listed above at Government cost, on the condition that patent is assigned to the President. Shri Suri has assigned the patent to the President and, as a result, all rights, powers and benefits of the said invention belong to and are the exclusive property of the Government of India.

Fall in Prices of Cotton

*998. SHRI D. R. PARMAR:
SHRI R. K. AMIN:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have received any representation regarding the fall in price of "Gujarat-67" cotton;

(b) whether the depression in price is mainly due to Government's policy announced much earlier for the import of cotton from foreign countries in huge quantity;

(c) if so, the reaction of Government thereto; and

(d) the action proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) No, Sir.

(c) and (d). The prices of indigenous cottons in the current season, which had been rising, showed a declining trend from the third week of January, 1968, essentially due to seasonal factors and self-discipline by member-mills of I.C.M.F. Prices of Gujarat-67 cotton, which reflected a like trend, have picked up again. The price situation of Indian cottons is under constant review by Government and suitable measures are taken as and when necessary.

सरकारी क्षेत्र के कारखाने

*999. श्री श्रीगोपाल साबू :
श्री कंवर लाल गुप्त :

क्या औद्योगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) सरकारी क्षेत्र के कारखानों की क्षमता का उपयोग न किये जाने के कारण 1966–67 में कितनी हानि हुई है; और

(ख) उनकी क्षमता का पूर्ण उपयोग करने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) औद्योगिक विकास तथा समवाय-कार्य मन्त्रालय के अधीन सरकारी क्षेत्र के उपक्रमों की क्षमता अभी धीरे-धीरे स्थापित की जा रही है और इस अवस्था में यह ठीक-ठीक नहीं बताया जा सकता कि कितनी क्षमता अप्रयुक्त रही । इस सन्दर्भ में यह भी निश्चित रूप से बता सकना सम्भव नहीं है कि इससे कितनी हानि हुई है । फिर भी सरकारी क्षेत्र के कुछ

उपक्रमों में पहले से स्थापित क्षमता का इस्तेमाल करनेमें कुछ अन्तर रहा है । यही बात गैर-सरकारी क्षेत्र के कुछ एककों के बारे में भी कही जा सकती है ।

(ख) सरकार क्षमता के उपयोग में इस अन्तर का पता लगाने के लिये उच्चतम स्तर पर और अधिक ध्यान दे रही है और सरकार द्वारा उपक्रमों के अध्यक्षों को हिदायतें दे दी गई हैं कि क्षमता का पूरा इस्तेमाल करने की योजनाएं लागू करें । उन्हें बताये गए उपाय ये हैं :—

(1) उन वस्तुओं के उत्पादन में विविधता लाना जिनकी मांग है और जिनमें ऐसे फालतू पुर्जे शामिल है जिनकी बार-बार मांग होती रहती है;

(2) सरकार के विकास सम्बन्धी कार्यक्रमों को ध्यान में रखते हुए जहां कहीं सम्भव हो सके उन वस्तुओं के अधिक आर्डर प्राप्त करना जिनका औद्योगिक उत्पादों की मांग पर सीधा असर पड़ता हो;

(3) निर्यात को बढ़ावा देने तथा देश के अन्दर बिक्री बढ़ाने की दृष्टि से बिक्री कला को जोरों से चलाने के लिये विक्रय को सुदृढ़ करना; और

(4) विद्युत परियोजनाओं, इस्पाती ढांचे तथा भारी इंजीनियरी उद्योगों के क्षेत्र में 'टर्न की' आधार पर ठेके प्राप्त करने के लिये साथ समूह का निर्माण करना ।

Fage Board for Railway Employees

*1000. SHRI M. L. SONDHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Uttariya Railway Mazdoor Union has demanded a separate wage board for the Railway employees;

(b) whether the Union has also demanded non-introduction of automation to avoid retrenchment of staff; and

(c) if so, the reaction of Government thereto?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). No reference has been received from the Union although there have been such demands from different quarters.

(c) Railway employees are servants of the Central Government and therefore their wages are determined on the same basis as is adopted for all Central Government employees. It will not, therefore, be appropriate to have a separate wage board for Railway employees only.

As regards automation, it is the policy to introduce it where it is found to be in the public interest, having regard to the results to be achieved. However, any such introduction of automation is accompanied with certain guarantees including non-retrenchment, designed to safeguard the interests of existing employees.

कपड़े की उत्पादन लागत

*1001. **श्री रघुवीर सिंह शास्त्री :** क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लगातार कपड़ की उत्पादन लागत बढ़ रही है और उसका उत्पादन गिर रहा है;

(ख) क्या भारतीय सूती कपड़ा मिलों के फैडरेशन ने धागे और कपड़े पर उत्पादन

शुल्क कम करने का अनुरोध किया है ताकि कुछ हद तक उत्पादन लागत कम हो सके ;

(ग) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है; और

(घ) कपड़े का उत्पादन बढ़ाने और उसकी उत्पादन लागत घटाने के लिये क्या कार्यवाही करने का विचार है ?

वाणिज्य मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) : (क) हाल ही के महीनों में स्वदेशी कपास के मूल्यों में गिरावट होने से कपड़े की उत्पादन लागत कम हो जानी चाहिए । सितम्बर, 1967 से मिल के बने सूती कपड़ के उत्पादन में वृद्धि का रुख दिखाई पड़ रहा है ।

(ख) जी, हां ।

(ग) बजट प्रस्तावों में सूती धागे की कुछ किस्म पर उत्पादन शल्क में राहत देने की व्यवस्था है ।

(घ) कुछ अधिक महत्वपूण कार्यवाही ये है :—

(1) कपास की उपज में वृद्धि करके कपड़े का उत्पादन बढ़ाने का निरन्तर प्रयास ;

(2) आधुनिकीकरण तथा पुनः स्थापन, गवेषणा तथा उत्पादन की नई तकनीकों के प्रारम्भ करने के लिए अच्छी शर्तें उपलब्ध करना ।

Claims Tracers on S.E. Railway

*1002. SHRI S. M. BANERJEE:
SHRI ONKAR LAL BERWA:
SHRI D. R. PARMAR:
SHRI R. K. AMIN:
SHRI NAMBIAR:
SHRI RAMCHANDRA J. AMIN:
SHRI KIKAR SINGH:
SHRI UMANATH:
SHRI O. P. TYAGI:
SHRI P. N. SOLANKI:
SHRI SREEKANTAN NAIR:
SHRI RAM SEWAK YADAV:
SHRI MOHAN SWARUP:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the South Eastern Railway, a panel for the posts of Claims Tracers was formed in 1956 out of commercial clerks and Office Clerks, but the Office Clerks got their promotion on the basis of that panel whereas the commercial clerks were deprived of this privilege; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No, Sir.

(b) Does not arise.

Private Ferry service at Bararighat

*1003. SHRI NIHAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at Bararighat (Bhagalpur), North Eastern Railway, private ferry is plying;

(b) if so, whether it is proposed to stop the private ferry system there;

(c) whether it will help the Railway ferry to run on economic lines; and

(d) if so, the action proposed to be taken in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, Sir.

(b) No, Sir. There is no such proposal.

(c) No, Sir.

(d) Does not arise.

उत्तर रेलवे के चतुर्थ श्रेणी के रेलवे कर्मचारियों तथा गैंगमैनों की यूनियन का सम्मेलन

*1004. **श्री राम चरण :**
श्री मोलहू प्रसाद :
श्री लखनलाल कपूर :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 3 मार्च, 1968 को हुए उत्तर रेलवे के चतुर्थ श्रेणी के कर्मचारियों तथा गैंगमैनों की यूनियन के सम्मेलन में सरकार को तीन मांगें प्रस्तुत की गई थीं;

(ख) यदि हां, तो उन मांगों पर सरकार द्वारा क्या निर्णय लिये गये हैं और उक्त मांगों के कब तक पूरी हो जाने की सम्भावना है; और

(ग) उक्त मांगों में ऐसी मांगें कितनी हैं जो सरकार पूरा नहीं करना चाहती और उसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां ।

(ख) और (ग). इन मांगों की जांच गुण-दोष के आधार पर की जा रही है । लेकिन इस सम्बन्ध में यह उल्लेखनीय है कि इस प्रकार के मामलों में अभ्यावेदन के लिए उचित सारणी उत्तर रेलवे की मान्यता प्राप्त यूनियनें हैं, जिन्हें रेल-प्रशासन से बातचीत करने की सुविधाएं प्राप्त हैं और जो सांवधिक रूप से गैंगमैन तथा चौथी श्रेणी के कर्मचारियों सहित सभी वर्गों के रेल कर्मचारियों के मामले उठाती हैं ।

दिल्ली में भूमिगत रेलवे

*1005. **श्री कंवर लाल गुप्त :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में भूमिगत रेलवे के निर्माण की कोई योजना सरकार के विचाराधीन है ;

(ख) क्या यह सच है कि दिल्ली नगर निगम और कुछ अन्य व्यक्तियों ने दिल्ली में भूमिगत रेलवे के निर्माण के लिये सरकार से प्रार्थना की है ; और

(ग) यदि हां, तो इस पर कितना धन व्यय होगा और इस से क्या लाभ होने की सम्भावना है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं ।

(ख) दिल्ली में भूमिगत रेलवे के निर्माण के लिए दिल्ली नगर निगम या किसी अन्य व्यक्ति से अभी तक कोई औपचारिक प्रार्थना नहीं मिली है ।

(ग) सवाल नहीं उठता ।

असिस्टेंट इंस्पेक्टर्स आंफ वर्क्स

*1006. **श्री श्रीचन्द गोयल :**
श्री रणजीत सिंह :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 205–280 रुपये के ग्रेड में कुछ असिस्टेंट इंस्पेक्टर्स आफ वर्क्स (सिविल इंजीनियरिंग के डिप्लोमाधारी) को, जो रेलवे में कुछ वर्षों तक इस पद पर काम कर चुके हैं, पश्चिम रेलवे पर आफिस क्लर्कों के पद पर लगा दिया गया है;

(ख) क्या यह भी सच है कि उन्हें आफिस क्लर्क का वेतन दिया जा रहा है;

(ग) यदि हां, तो इसके क्या कारण हैं; और

(घ) क्या यह भी सच है कि सी० एम०/सी० सी० जी० द्वारा दिनांक 15 अक्तूबर, 1966 का एक पत्र संख्या 1086/30/10/वाल-3 जारी किया गया था जिसमें यह कहा गया था कि इन व्यक्तियों का वेतन इनके द्वारा पहले की गई सेवा के आधार पर निश्चित किया जायेगा ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां।

(ख) से (घ). यद्यपि पश्चिम रेलवे ने प्रारम्भ में एक स्थानीय आदेश जारी किया था, जैसा कि उल्लेख किया गया है, ऐसे कर्मचारियों का वेतन अन्तिम रूप से क्लर्कों के वेतनमान (110–180 रुपये) के न्यूनतम पर तब तक के लिए निर्धारित किया गया है जब तक कि निचली कोटियों में खपाये गये फालतू रेल कर्मचारियों के वेतन-निर्धारण के सामान्य प्रश्न पर कोई निर्णय न हो जाय।

Production of Coca-Cola

*1007. SHRI SHIVA CHANDRA JHA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Coca-cola is produced in India by a foreign company;

(b) if so, the reasons therefor and the name of the foreign company;

(c) if the reply to part (a) above be in the negative, the name of the Indian Company manufacturing Coca-cola and whether it has the patent right for its production and if not, the reasons therefor; and

(d) the total annual production of Coca-cola in India *vis-a-vis* its demand?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Messrs. Coca-cola Export Corporation, which is a cent per cent subsidiary concern of the foreign firm Coca-cola of U.S.A., produce Coca-cola concentrate in India.

(c) Does not arise.

(d) The total production of Coca-cola concentrate in 1967 was of the order of Rs. 1.6 crores of which Coca-cola concentrate worth Rs. 1,2 crores was consumed internally.

Income from A.C., first, second and third class Coaches

*1008. SHRI SAMAR GUHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the money spent on building, maintaining, running and providing amenities on Air-conditioned, First Class and Second Class coaches is more than the sale proceeds from the tickets of the passengers travelling in these classes;

(b) if so, the amounts of extra money spent for each class;

(c) whether less amount for the himilar purposes is spent for III class than the total income from the sale proceeds of tickets for III class passengers; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (d). Data is not available separately of the amount spent on building, maintaining and running each different type of passenger coach for comparison with the earnings from each class of passenger travel.

Manufacture of Barrels

*1009. SHRI SITARAM KESRI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY

AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2848 on the 5th March, 1968 and state:

(a) whether there was shortage of raw materials before various assessments were made of manufacturing capacities of the barrel manufacturers;

(b) the reasons for not accepting the suggestions of the Planning Commission for fuller utilization of the existing installed capacities by allocating raw materials on 2 and/or 3 shifts basis which were reiterated by them at the inter-Ministerial meeting held on the 19th June, 1964;

(c) whether the statement showing capacities and allocations reveal that reassessments and recognition of fresh capacity were at the cost of certain fabricators whose capacity still remain idle; and

(d) the results of the assessment made during 1965 and the reasons for not giving effect to the same?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. There was some shortage. Steps were however taken to secure larger supply of steel sheets from the Iron and Steel Controller.

(b) and (c). The question of not accepting the suggestions of the Planning Commission did not arise at any stage. At the inter-Ministerial meeting referred to, the need for reassessing the capacities of the units was appreciated with a view to ensuring equitable allocation of raw material. The reassessed capacities of all the units were considered at the meeting and there was no question of recognising capacities of some units at the cost of certain other fabricators whose capacities remained idle.

(d) Following representations from some of the fabricators, another assessment was undertaken during 1965. The installed capacities were observed to be higher on inspection. It was considered that these need not be accepted for the present particularly in view of the fact that shortage of steel sheets was a continuing problem.

Manufacture of Cars

*1010. SHRI S. C. SAMANTA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 713 on the 19th March, 1968 and state:

(a) whether the decision of Government that the car manufacturers in India should give a guarantee of one year or 16,000 Kilometre of running without trouble, has been communicated to the manufacturers; and

(b) if so, the reaction of manufacturers thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. Statutory directions to the Car manufacturers under section 16 of the Industries (Development and Regulation) Act, 1951, to implement this decision are also under issue.

(b) There has been no reaction.

मध्य और पश्चिम रेलवे में दुर्घटनाएं

*1011. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 जनवरी, 1967 से लेकर 1 जनवरी, 1968 तक की अवधि में मध्य और पश्चिम रेलवे में कितनी कितनी दुर्घटनायें हुई ;

(ख) क्या यह सच है कि बहुत सी दुर्घटनायें उचित निरीक्षण न होने के कारण हुई थीं; और

(ग) यदि हां, तो इसके लिए सरकार

ने क्या कार्यवाही की है कि दुर्घटनायें न हों ?

रेलवे मंत्री (श्री सी० सु० पुनाचा) : (क) 1-1-1967 से 31-12-67 की अवधि में मध्य और पश्चिम रेलों पर टक्कर, पटरी से उतरने, समपार पर गाड़ियों के सड़क यातायात से टकराने और गाड़ियों में आग लग जाने की कोटि में क्रमशः 106 और 123 गाड़ी दुर्घटनाएं हुई।

(ख) इनमें से किसी भी मामले में पर्यवेक्षण का न होना दुर्घटना का कारण नहीं ठहराया गया।

(ग) आधुनिक किस्म के सिगनलों आदि का उपयोग करने के अतिरिक्त दुर्घटनाओं को रोकने के लिए निरन्तर प्रयास किये जा रहे हैं।

Deficit Suffered by Railways

*1012. DR. KARNI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways suffered a net deficit of Rs. 27 crores during 1966-67;

(b) whether the capacity for carriage of goods was planned far in excess of the demand; and

(c) how much of this loss is due to the competition from road transport operators and how much is due to the general industrial recession?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The net deficit of the Railways during the year 1966-67 was Rs. 18.27 crores.

(b) The capacity planned was for the estimated requirements of Railway transport in accordance with the economic growth anticipated. Traffic did not, however, materialise to the full extent as anticipated on account of two successive years of drought and their impact on the country's economy. There was some surplus transport capacity in certain sections, mainly those serving the Iron and Steel and Coal Sectors.

(c) No precise figures are available about the effect on Railway earnings of road competition or the slowing down of the industrial sector.

त्रिपोली मेले में भारत द्वारा भाग लिया जाना

*1013. श्री ओंकार लाल बेरवा : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत ने त्रिपोली मेले में भाग लिया था जो 28 फरवरी, 1968 को प्रारम्भ हुआ था ; और

(ख) यदि हां, तो उसके क्या परिणाम निकले ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) जी, हां। इस वर्ष 28 फरवरी से 20 मार्च तक हुए सातवें त्रिपोली अन्तर्राष्ट्रीय मेले में भाग लेने का आयोजन तथा समन्वय व्यापारिक मेलों तथा प्रदर्शनियों की भारतीय परिषद्, बम्बई द्वारा किया गया।

(ख) भाग लेने के फलस्वरूप वहीं पर 10 लाख रुपये के आर्डर बुक किये गये। हमारे निर्यात योग्य उत्पादों के सम्बन्ध में आरम्भ की गई पूछताछों पर सम्बद्ध पक्षों द्वारा बातचीत करने तथा और सौदे करने के प्रयत्न जारी हैं। हमारे भाग लेने से जो कुल परिणाम प्राप्त होंगे उनका इतनी जल्दी आकलन नहीं किया जा सकता।

Prices of Cloth

*1014. SHRI DEORAO PATIL: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that only

25 per cent of the cloth produced by the Textile Mills, is controlled and yarn produced by mills is totally uncontrolled;

(b) whether it is also a fact that the prices of controlled varieties of cloth are based on maximum prices paid for cotton by the textile mills and not on minimum support prices fixed therefor; and

(c) if so, whether Government propose to fix the purchase price-cum-remunerative price for raw cotton for the next season?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Production and prices of certain varieties of mill-made cotton cloth, comprising at present roughly 40 per cent of production are controlled. There is no such control on cotton yarn.

(b) The current prices of controlled cloth have been fixed on the basis of the ceiling prices of cotton at the time of last revision.

(c) While deciding the price-policy for cotton for the next season, the interest of the grower to receive a fair remuneration for his cotton will *inter-alia* be given due consideration.

धातु निकालना

*1015. श्री महाराज सिंह भारती : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रयोगात्मक गवेषणा के आधार पर तांबे, जस्ते, निकल, सीसे की बाल्ट तथा एन्टीमनी के जिन निक्षेप का पता लगाया गया है यदि उन्हें निकाला जाये तो उससे न केवल देश की आवश्यकता पूरी होगी, बल्कि इन धातुओं का निर्यात भी किया जा सकेगा;

(ख) यदि हां, तो इन धातुओं के निकालने में क्या कठिनाइयां पेश आ रही हैं ; और

(ग) उक्त योजना की क्रियान्विति में ढील के क्या कारण हैं ?

इस्पात, खान तथा धातु मंत्री (डा० चन्ना रेड्डी) : (क) से (ग) एक विवरण सभा पटल पर रखा गया है । [पुस्तकालय में रख दिया गया । देखिये संख्या LT-706/68]

रेलवे में कुत्तों के दस्ते

*1016. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि माल की चोरी का पता लगाने के लिये रेलवे के सभी डिवीजनों में कुत्तों के दस्ते हैं ;

(ख) यदि हां, तो सभी रेलों में इस समय कुत्तों के कुल कितने दस्ते हैं ;

(ग) इन कुत्तों पर प्रति वर्ष सरकार कितना व्यय कर रही है ; और

(घ) पिछले सात वर्षों में इन कुत्तों द्वारा चोरी के कितने मामलों का पता लगाया गया ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां, दक्षिण मध्य रेलवे को छोड़ कर । इस रेलवे पर शीघ्र ही रेलवे सुरक्षा दल का एक कुत्ता-दस्ता बनाने का विचार है ।

(ख) 27.

(ग) रेलवे सुरक्षा दल के कुत्ता-दस्तों और उन्हें सम्हालने वालों के अनुरक्षण पर प्रति वर्ष लगभग 1.23 लाख रुपये खर्च किये जा रहे हैं ।

(घ) 274.

सिलाई की मशीनों का निर्माण

*1017. **श्री हरदयाल देवगुण :** क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है "सिंगर" व्यापार चिन्ह वाली सिलाई की मशीनों के निर्माण तथा उनको भारतीय बाजार में उपलब्ध करने सम्बन्धी प्रस्ताव सरकार के विचाराधीन है; और

(ख) यदि हां, तो इसका भारत में सिलाई मशीन उद्योग पर क्या प्रभाव पड़ेगा ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद): (क) और (ख). जी, नहीं ।

Hindustan Photo Films Manufacturing Company

5990. SHRI SRINIBAS MISRA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the value of total production of the Hindustan Photo Films Manufacturing Company for the year 1967-68 and how much of it is cine film positive colour;

(b) the cost of raw material consumed for this production;

(c) whether it is a fact that about three fifths of the total production is lying unsold; and

(d) whether there is any proposal for diversification of production and if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The value of total production of Hindustan Photo Films Manufacturing for the year 1967-68 (upto February, 1968) is 123.27 lakhs which includes converted X-Ray Film. There was no production of cine film positive colour.

(b) Rs. 82.40 lakhs.

(c) No, Sir.

(d) It is proposed to diversify production during the fourth plan period to include manufacture of Technicolour Blanks and Multilayer Colour, besides taking up manufacture of roll-film, bica film and portrait film.

Appointment by S.T.C. of Raja Oil Mills as clearing Agents

5991. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the State Trading Corporation, Bombay has given clearing and transport work in respect of thousands of tonnes of soyabean oil to M|s. Raja Oil Mills, who are not licensed clearing agents;

(b) the terms of charges and commission on which the above contract has been given to M|s. Raja Oil Mills and the reasons for giving contract to this firm; and

(c) the amount of charges annually paid to the above firm during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The S.T.C. called for quotations from three leading firms for handling consignments of 18,300 tonnes of soyabean oil. One of them did not quote for this work and of the other two quotations, the one received from M|s. Raja Oil Mills was the lowest. Since M|s. Raja Oil Mills are not licensed for customs clearance, they have, it is understood, acquired the services of clearing agent for this purpose.

(b) and (c). It is not in the business interests of the State Trading Corporation to disclose this information.

Commission paid to Agents by State Trading Corporation

5992. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) the names and addresses of Commission or Selling Agents in India and foreign countries with percentage and amounts of remuneration and|or commissions paid to them in Indian and foreign currency by the State Trading Corporation with particulars of import-export transactions during 1966-67; and

(b) the names of partners and proprietors of the top selling agents according to payments made to them with their addresses?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). It is considered that it will not be in the business interests of the Corporation to disclose information of this nature.

Manufacture of Refrigerators and Air-conditioning Plants

5993. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number and names of places of foreign and Indian owned units manufacturing refrigerators and air-conditioning plants in India with capital investment, names of Directors, detail of foreign collaboration, if any, of each unit;

(b) the names and particulars of products with their quantity and value manufactured by each unit annually during the last three years;

(c) the value of products exported annually, with names of countries, during the last three years by each unit;

(d) the amount of foreign exchange allowed annually during the last three years to each unit and particulars of items imported with their specific purpose;

(e) the amount of profits remitted to foreign countries annually during the last three years by foreign-owned companies;

(f) the number of employees and annual wage bill, company-wise;

(g) the number of foreigners employed, their salaries and annual remittances overseas, company-wise; and

(h) the amount of annual profit made by the manufacturers during the last three years, company-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (h). There are 26 units in the large scale sector engaged in the manufacture of various items of industrial air-conditioning and refrigeration equipments, refrigerators and room air-conditioners, some of them with foreign technical|financial collaboration. Besides, there are also units in the small scale sector manufacturing some of these items. Total exports of various items coming under this category to different countries during the past three years are:

1965-66	Rs.	6,33,000
1966-67	Rs.	12,53,000
1967-68 (Upto December 1967)	Rs.	2,90,000

Various other details asked for are not proposed to be collected, as the same would involve disproportionate time and labour.

Export of Coal

5994. SHRI G. S. MISHRA: Will the Minister of COMMERCE be pleased to state:

(a) the countries to whom coal is exported from India;

(b) whether coal is exported by producers direct or through the Minerals and Metals Trading Corporation; and

(c) the margin of profit which the Minerals and Metals Trading Corporation claims on the export and on the purchase through producers?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Coal is exported mainly to Burma, Ceylon, Hong Kong and small quantities to Nepal, Bhutan and Japan.

(b) Exports to Burma, Ceylon and Hong Kong have been through Minerals & Metals Trading Corporation and to Nepal, Bhutan and Japan through Private exporters.

(c) M.M.T.C. is not making profits on the purchases made through the producers.

Export of Coal

5995. SHRI G. S. MISHRA: Will the Minister of COMMERCE be pleased to state:

(a) the difficulties in the way of expanding the export of coal in the neighbouring countries in Africa and in the Latin American countries with special reference to the grades of coal, production cost, export duty, shipping and insurance etc.; and

(b) the steps taken by Government to improve the exports of coal?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The main difficulties which come in the way of export of coal from India to foreign countries are the inferior quality of Indian Coal and its comparatively higher price due *inter alia* to higher sea freight. Most of the countries are interested in the superior grades of coal which India can make available on a restricted scale due to the increasing demand for these grades of coal from internal consumers.

However possibilities of export of coal to African countries are being explored.

India has never been a supplier of coal to Latin American countries. Export to these countries from India is not an economic proposition because of the long distance between the two sub-continents and the consequential prohibitive sea freight.

(b) The possibilities of exporting coal are explored by sending delegations abroad and keeping in constant touch with our Missions in those countries. Samples of Indian Coal have already been sent to interested overseas buyers. MMTC is also submitting its quotations wherever possible when global tenders or enquiries are invited by the overseas buyers.

Use of Sun-hemp

5996. SHRI G. S. MISHRA: Will the Minister of COMMERCE be pleased to state:

(a) the total quantity of exports of Sun-hemp by India;

(b) the countries to which it is exported;

(c) whether Government are aware that Sun-hemp is produced in a large quantity in Madhya Pradesh and it can be used as a substitute of jute;

(d) if so, whether Government are thinking to make best use of this product available in abundance; and

(e) whether the State Trading Corporation also participate in export of Sun-hemp, and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) 7217 tonnes during the year 1966-67.

(b) U.K., U.S.A., Canada, East Germany, West Germany, Australia, Italy, France, Belgium, Yugoslavia, Greece, Hungary, Japan, Czechoslovakia, Netherlands and Tanzania.

(c) and (d). Madhya Pradesh is one of the states producing Sun-hemp. Experiments carried out in the past revealed that Sun-hemp was not a suitable substitute for jute. However, some jute mills are reported to have used Sun-hemp in small quantities in admixture with jute in times of jute shortage. A Sun-Hemp Research Station is already functioning at Partapgarh (U.P.).

(e) No, Sir, as State Trading Corporation has no specific role to play in this trade.

Salt Industries in Orissa

5997. SHRI RAMACHANDRA ULAKA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the total production of salt in Orissa during 1967-68;

(b) whether any financial assistance was given by Government to the common salt industries in Orissa during the above period; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) 43,200 metric tonnes.

(b) No, Sir.

(c) Does not arise.

Doubling of Railway Line from Delhi to Shakurbasti

5998. SHRI ABDUL GHANI DAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the work of doubling the Railway line from Delhi to Shakurbasti has been completed;

(b) if so, the number of new trains expected on the Delhi-Jind Chord to meet the interval of five to six hours gap in Up and Down train services during day time;

(c) whether an assurance was given to representatives to provide train just after the double line work is over and if so, the progress so far made;

(d) the time likely to be taken to provide the day time train; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) Nos. 1|2 and 3|4 DNK Delhi Safdarjang-Kishanganj shuttles have already been extended to run to and from Shakurbasti. There is no proposal at present to introduce any additional train between Delhi and Jind.

(c) No.

(d) Does not arise.

(e) Apart from the question of traffic justification, introduction of an additional train between Delhi and Jind has not been found feasible at present owing to paucity of requisite rolling stock.

I.D.S.B. Dn. Empty Rake

5999. SHRI ABDUL GHANI DAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received to convert I.D.S.B. Dn. empty rake into a regular passenger train ex-Bahadurgarh to New Delhi;

(b) if so, the action taken thereon; and

(c) the time likely to be taken to convert it into a regular train?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) and (c). The proposal has been accepted and implemented from 1st April, 1968.

Manufacture of Aluminium Boats in Kerala

6000. SHRI R. R. SINGH RAO: SHRI RAMACHANDRA VEERAPPA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have a proposal under consideration to manufacture Aluminium bots in Kerala with the Hungarian assistance;

(b) if so, the details thereof; and

(c) when the final decision is likely to be taken in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The Government of India have no such proposal under their consideration.

(b) and (c). Do not arise.

Industrial Projects in Punjab

6001. SHRI RAMACHANDRA VEERAPPA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Punjab Government have approached the Union Government for the allocation of four industrial projects in the State from the Central Public Sector pool; and

(b) if so, what are those projects and Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The Punjab Government have approached the Central Government for location of a number of Central Sector projects in the Punjab.

(b) The projects suggested for consideration are:—

1. New Unit for power boilers.
2. Second cable factory.
3. Additional capacity for machine tools.
4. Electronics.
5. Agricultural tractors.
6. Fertilizer projects.
7. Paper and pulp schemes.
8. Expansion of drugs and pesticides.
9. Export oriented spinning mills.
10. North Western Refinery.
11. Additional Telephone factory.

As work on the new Fourth Five Year Plan which is to commence from April, 1969 has just been initiated, it is not possible at this stage to take any view in regard to the projects which are likely to be included in the Plan or in regard to their locations.

Ferro Manganese Alloy Steel Plants

6002. SHRI V. NARASIMHA RAO: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the names and number of Ferro-Manganese Alloy Plants in the country in the Public and Private Sectors and what is the daily production;

(b) whether any new Ferro-Manganese Plant is likely to be set up; and

(c) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) A Statement giving the names of units

licensed for Ferro-Manganese production, their licensed capacity, installed capacity and actual production during 1966-67 is laid on the Table of the House. [Placed in Library. *See* No. LT-707/68.]

(b) No, Sir.

(c) Does not arise.

Import of Banned Items

6003. SHRI C. C. DESAI:
SHRI H. AJMAL KHAN:
SHRI D. N. DEB:
SHRI D. AMAT:
SHRI N. SHIVAPPA:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware that the following banned items are still being imported in the garb of entitlement licence or export incentive:

(i) Camphor,

(ii) Polyurathene foam,

(iii) Ball Bearings,

(iv) Machine Tools;

(b) if so, whether any prosecution has been launched against the importers of such items; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The import of Chamhor and Polyurathene foam is ordinarily not allowed but in special cases of actual users, the import has been allowed on the recommendations of the technical authorities concerned with the development of the industry. The import of these items has also been allowed under the erstwhile Export Promotion Scheme against the export of certain items. A report regarding excessive import of Camphor by a firm was received and on investigation it was found that the licence was issued to the firm for import of Camphor along with other items for the manufacture of twist drills taps on the recommendations of the technical authorities but the firm apparently imported a quantity in excess of their actual requirements. As such action was taken to allow the firm to retain only the quantity actually required by them and the balance was transferred to STC for distribution to other actual users. The import of Polyurathene foam has been allowed against travel goods foot wear and leathr travel goods under the erstwhile special export promotion scheme for finished leather and leather manufactures. The import of ball bearings and machine tools of certain types is allowed to actual users.

(b) and (c). No, Sir. No violation of the Import Trade Control Regulations has come to the notice of Government so far as the above mentioned itms are concerned.

Integral Coach Factory Perambur

6004. SHRI KIRUTTINAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the productions in the Integral Coach Factory at Perambur has increased as compared to production in 1960; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) During 1960-61, the Integral Coach Factory delivered 266 coach shells (to be furnished by the Railways) and 194 fully furnished Broad Gauge coaches to the Railways. But during the year 1967-68 upto February 1968, that is in a period of eleven months, 629 fully furnished coaches, comparising 402 Broad Gauge and 227 Metre gauge coaches were delivered to the Railways.

Small Industries Service Unit

6005. SHRI KIRUTTINAN: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Small Industries Service Unit has made any survey in the East Ramanathapuram district of Thamil Nad;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. A report on the survey was supplied to the State Director of Industries in 1960.

(b) The suggestions made in the report were for:

(i) improvement of the existing industries in the district, viz., light engineering, tin products, fountain pen nibs, leather and canvas goods, photographic sensitive papers, Chank Fishing and Steel Collection, Boat Building, Mat Weaving and Palmyra Leaf Products;

(ii) adoption of measures needed to improve these industries; and

(iii) establishment of following new industries in the district based on its economic resources and demand pattern of the people, viz.,

(1) Pyrotechnic aluminum powder

(2) Ginning mill parts.

(3) Pyrotechnic aluminium pow-

(4) Crown Corks.

(5) Fire-clay products.

(6) Aluminium hollow-ware.

(c) The survey was intended for the guidance of entrepreneurs and Director of Industries of the State. What progress has been made so far on the basis of this report and how far the suggestions made have been implemented have not been assessed so far by Government of India.

Iron Ore Deposits in Karaikudi

6006. SHRI KIRUTTINAN: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that there are Iron Ore deposits in Karaikudi area in Ramanathapuram district of Thamil Nadu; and

(b) if so, the steps taken in this matter?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). Geological and mineral survey around Karaikudi indicate laterite and sandstone of upper Gondwana age. The occurrence of iron ore near Vadakudipatti which is close to Nemmatanpatti and about ten to twelve kilometres north of Karaikudi town was examined by the Geological Survey of India in 1962. Here, on a low rise of ground those iron bearing laterites is not conkudipatti, low grade lateritic iron ores are found. Recovery of iron from those iron bearing laerites is not considered to be economical under the present day conditions.

Transformer Manufacturing Industry

6007. SHRI G. S. MISHRA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the transformer manufacturing industry in the country due to over production capacity and sharp downward trend in the economy due to present recession has become uneconomical;

(b) if so, the steps taken by Government to help the industry come out of the present plight; and

(c) the reasons for over-licensing the transformer production capacity, in spite of protests from Indian Electrical Manufacturers' Association?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). No excess capacity has been created for the manufacture of transformers; licensing of manufacture of distribution transformers below 33 KV has been banned since 1st April 1966. Manufacture of power transformers is reserved for Public Sector units under the Industrial Policy Resolution although expansion of existing units in the private sector is allowed and no fresh capacity has been created in this regard recently.

The transformer industry is not uneconomical, but due to reduced demand there may be competition and prices may have come down. They are now reported to have stabilised.

(c) Does not arise. Representation received from the Indian Electrical Manufacturers Association was fully considered and it was found that there is no overlicensing of the industry.

Survey of Minerals in Andhra Pradesh

6608. SHRI G. S. REDDI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the survey of minerals has been carried out in Andhra Pradesh;

(b) whether any extraction programme has been drawn up; and

(c) whether the results of the recent aerial survey in some parts have been completed and if so, whether these have been published?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). The survey of minerals by the Geological Survey of India and the Geology and Mining Department of the Government of Andhra Pradesh, is in progress. It is too early to indicate the programme of extraction.

(c) The aerial survey in the selected areas of Andhra Pradesh has been completed and the data obtained have been processed to a large extent and partly evaluated. The final results will become available after the ground follow up investigations are completed in all respects. Ground follow up work has already commenced.

Coal Production

6009. SHRI C. C. DESAI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the output of coal between January and July, 1967 and the output during January-July, 1966;

(b) the initial target of coal production during the Third Five Year Plan and the total target envisaged for the Fourth Five Year Plan;

(c) whether it is a fact that the modest output of 73 million tonnes produced in the first quarter of 1963 has not stimulated demand resulting in the equipment lying idle in part; and

(d) the present stock of coal held by collieries and how far it has contributed to either rapid or slow industrial growth?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) The output of coal between January-July, 1967 is 40.905 million tonnes and between January-July,, 1966 is 39.449 million tonnes.

(b) the target of coal production during the Third Five Year Plan was

98.5 million tonnes and the target envisaged in the Draft Outline of the Fourth Five Year Plan is 106 million tonnes.

(c) No, Sir.

(d) The stock of coal held by collieries is 5.77 million tonnes. This stock is not considered to be abnormally high or low and does not bear any correlation with the growth of the industry as such.

Coal Mining Industry

6010. SHRI C. C. DESAI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that non-expansion of steel plants and the total ban on export of coal to Pakistan and dieselisation of Railways have jointly paralysed the coal mining industry;

(b) if so, the policy of Government to remove the hardships of the coal mining industry and whether Government are alive to this situation and if so, what remedial steps have been taken in this regard; and

(c) the demand of coal for the Fourth Five Year Plan and what were the recommendations of the Committee on Assessment of Demand of the Coal Development Council?

THE MNISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Though the Coal Industry has been affected to some extent it will not be correct to say that it has been paralysed.

(b) The Government is fully alive to the situation. A study Group is looking into the question of subsidies and other suitable measures will be taken as and when called for, justified and possible to be adopted in the circumstances of the case.

(c) When the Draft Outlines of the Fourth Five Year Plan was formulated in August, 1966, the demand of coal by 1970-71 was estimated at 106 million tonnes.

The main recommendations of the Coal Development Council's Committee on Assessment of Demand were as follows:

(i) that before the development programme for a new mine is taken up, the utilisation of existing installed capacity at the optimum level should be kept in view.

(ii) that the railways be requested to review their programme of dieselisation so as to make maximum use of indigenously available coal and also to review their pattern of coal consumption during the Fourth Plan Period so as to maintain to the extent possible the present field-wise pattern.

(iii) that the Iron and Steel Department be requested to reconsider whether the pig iron plants proposed to be set up in the private sector on the Western coast should not be based on the use of indigenous coal instead of imported coal|coke.

(iv) that in the context of utilisation of existing capacities to the fullest extent possible and railways capacity to move coal, a review of further development and capital investment in Singrauli coalfield should be undertaken.

Decontrol of Coal

6011. SHRI C. C. DESAI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that collieries are facing twin problem of steep wage increase and inadequate response from Railways and Steel Plants to pay higher costs thereby

rendering them incapable to implementing the Wage Board Recommendations and meeting their statutory obligations; and

(b) the objective of decontrol of coal and while implementing the policy of decontrol whether factors such as increased output per-manship of mechanisation were taken into consideration as also the steep rise in the wage bill and if so, with what result?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) After decontrol, the coal industry negotiated prices with the Railways and Steel Plants and both the consumers are paying negotiated prices to the industry. These prices are higher than those obtaining prior to decontrol. In the circumstances, the question of industry being incapable of implementing Wage Board's recommendations, therefore, does not seem to arise.

(b) The object of decontrol was to let the market forces of supply and demand determine the price. The decision to decontrol coal was taken after a careful consideration of all the relevant aspects of the matter.

Sale of Adulterated Honey by Khadi Gramodyog Bhavans

6012. SHRI J. SUNDER LAL: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 2621 on the 1st December, 1967 and state:

(a) whether any departmental enquiry has since been held in the matter;

(b) whether Government propose to prepare a list of approved agencies for making purchases so that standards of purity and reasonableness of prices could be ensured and undue advantage to any middlemen could be prevented?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Not so far, but the matter is under consideration of the Government.

(b) The Government does not propose to prepare list of the approved Agencies for making purchases. However, the Khadi and Village Industries Commission has instructed various Khadi Gramadyog Bhawans under its control to purchase and sell only Agmarked honey, as had been stated in answer to Unstarred Question No. 2621 on 1-12-67. With regard to purchase of other village industries, the Commission has laid down that the purchases be made only from artisans directly or from cooperative societies or registered institutions recognised by the State Boards or the Commission. Since the purchase are made from these bodies, the standards of purity and reasonaleness of price is taken into consideration.

No purchases from middemen are allowed.

Overbridge at Level Crossing at Kumbakonam-Sirkali Road

6013. SHRI SUBRAVELU: Will the Minister of RAILWAYS be pleased to state:

(a) whether steps are being taken for the construction of an over-bridge in lieu of the existing level crossing at M 20/7 of Kumbakaonam-Sirkali road near Mayavaram Junction; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Under the extant rules, proposals for construction of road over/under bridges in replacement of busy level crossings are required to be sponsored by the State Government indicating the relevant priority and the year in which they would be able to provide funds towards Road Authority's share of the cost of the work, as required under the extant rules.

There is no firm proposal so far from the Government of Madras for the construction of a road over bridge in replacement of the existing level crossing at Km. 285/1 near Mayuram Junction.

Hindustan Steel Limited

6014. SHRI M. N. REDDY: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government's attention has been drawn to the advertisement issued by the Hindustan Steel Ltd., on the 25th June, 1967 in leading newspapers of India captioned "what is the country losing on Hindustan Steel" and whether this advertisement represented the true state of affairs and facts concerning the Hindustan Steel Ltd.;

(b) the reasons for issuing such unusual and distorted advertisement; and

(c) the action whether Government propose to take to prevent the repetition of such lapses?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (c). The attention of the Hon'ble Member is invited to the answer given on 1st December, 1967 to a similar Unstarred Question No. 2726.

UNCATED—II

6015. SHRI HIMATSINGKA: Will the Minister of COMMERCE be pleased to state:

(a) whether India proposed at the UNCTAD—II the establishment of a Research Fund, to find new uses for natural primary products of the developing countries;

(b) whether the move encountered total resistance from the western developed countries; and

(c) if so, the efforts made by the Indian delegation to bring round these countries to the Indian point of view and what was the final consensus on this issue?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. The developed market economy countries made the counter proposal that the Permanent Group on Synthetics and Substitutes of UNCTAD should study ways and means of promoting scientific research and the improvement of market conditions etc. in respect of natural products which are threatened by competition from synthetics and substitutes.

(c) Efforts are made by the Indian delegation to secure a consensus on the proposal but the developed market economy countries did not change their position and as such, no agreement could be reached.

Darbhanga Railway Lines

6016. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are examining the necessity of extending the broad gauge Railway line from Samastipur to Darbhanga to facilitate defence convenience; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

UNCATED

6017. SHRI NANJA GOWDER: Will the Minister of COMMERCE be pleased state:

(a) whether it is a fact that a Hotel in New Delhi has denied many amenities to UNCTAD delegates; and

(b) if so, the action taken by the Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) A report has been received that a hotel in New Delhi was not maintaining services to the desired standard and that as a result thereof, inconvenience was likely to be caused to the occupants including some of the UNCTAD delegates staying there.

(b) The matter has been brought to the notice of the Department of Tourism for further detailed enquiries and remedial action.

Breweries and Vineries Project in Hyderabad

6018. SHRI G. S. REDDI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact hat a Breweries and Vineries Project is being set up in Hyderabad with Bulgarian collaboration;

(b) if so, the Central assistance sought for the project; and

(c) whether it would be in the private or public sector, the name of the Firm undertaking this project and the location thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The State Government of Andhra Pradesh have intimated that they have permitted M|s. Shaw allace & Co. Ltd., a private limited company, to set up a unit at Hyderabad for the manufacture of Wines.

No Central assistance has been sought for in respect of this Project.

Sodium Sulphate Plant at Deedwana

6019. SHRI D. N. PATODIA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that a new Sodium Sulphate plant will be set up at Deedwana, Rajasthan;

(b) whether it is also a fact that capacity of the existing sulphate plant at Deedwana will be augmented;

(c) what will be the capacity of the new plant and what increase in the capacity of the existing plant is envisaged; and

(d) when the work on the new Plant will start?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir; by the State Government.

(b) No, Sir.

(c) The capacity of the new plant would be 40 tons per day. Any increase in the capacity of the existing plant is not possible.

(d) The work on the new Plant has already started.

बोकारो इस्पात कारखाना

6020. श्री निहाल सिंह : क्या इस्पात खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ शरारती लोगों ने बोकारो इस्पात कारखाने क्षेत्र में बिजली तथा पानी की सप्लाई में गड़बड़ी करने का प्रयास किया था, जिसके फलस्वरूप वहां बहुत अधिक क्षति हुई थी ;

(ख) यदि हां, तो इसके क्या कारण थे; और

(ग) इस बारे में सरकार ने क्या कार्यवाही की है ?

इस्पात, खान तथा धातु मंत्री (डा० चन्ना रेड्डी) : (क) जी, नहीं ।

(ख) और (ग). प्रश्न नहीं उठते ।

भारत नेपाल व्यापार पर प्रतिबन्ध

6021. श्री मोलहू प्रसाद : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि: भारत और नेपाल के बीच किन किन वस्तुओं के आयात और निर्यात पर प्रतिबन्ध लगाया गया है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरैशी) : भारत तथा नेपाल के मध्य व्यापार 1960 में दोनों सरकारों के मध्य हुई व्यापार तथा पारवहन संधि के उपबन्धों के अनुसार होता है । इस सन्धि के अनुसार दोनों ही देशों के उदभव के माल पर, जो दूसरे देश में खपत के लिये हों, सीमा-शुल्क तथा इसी प्रकार के अन्य प्रभार नहीं लगते और उन पर परिमाण सम्बन्धी प्रतिबन्ध भी नहीं हैं । फिर भी दोनों ही देश ऐसे प्रतिबन्ध लगा सकते हैं जो कतिपय विशिष्ट उद्देश्यों की प्राप्ति के लिये उचित हों । पेट्रोलियम-तेल-स्नेहक उत्पादों अलौह धातुओं, लोहे के माल तथा रद्दी लोहे, रासायनिक उर्वरकों, टी एम बी ट्रकों, चीनी तथा मैदा के लिये नेपल सरकार के परामर्श से नेपाल को निर्यात के कोटे नियत किये जाते हैं। भारत से नेपाल को कच्चे पटसन तथा मेस्टा, तम्बू तथा तम्बू का कपड़ा और कड़े बालों के निर्यात पर कुछ प्रतिबन्ध लगाये गये हैं ।

Trade and Transit Treaty Between India and Nepal

6022. SHRI D. N. PATODIA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that as a result of the Trade and Transit Treaty between India and Nepal, India is losing huge amount of foreign exchange every year;

(b) whether any estimate of the annual loss of foreign exchange as a result of this treaty has been made; and

(c) if so, whether Government propose to being about suitable hanges in the agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) and (c). Do not arise.

Export of Nylon Fabrics

6023. SHRI D. N. PATODIA: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have made any changes in the existing arrangement with regard to the export of nylon fabrics;

(b) if so, what are those ihanges; and

(c) the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). Under the erstwhile export promotion scheme withdrawn consequent upon devaluation manufacturer-exporters of man-made fibre fabrics including nylon fabrics could utilise 70 per cent of the F.O.B. value of exports for import of raw materials including man-made fibre/yarn. In March 1967 a cash assistance scheme covering export of cellulosic man-made fibre fabrics and in December 1967 a replenishment scheme covering export of nylon fabrics were introduced to promote exports. Under the replenishment scheme for every kg. of nylon yarn established to have been used in the nylon fabrics exported a replenishment of 1.2 kg. of nylon yarn

imported by the State Trading Corporation is given. This assistance is available for exports made by State Trading Corporation and/or their business associates.

Janta Cloth Scheme

6024. SHRI MADHU LIMAYE: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Mill-owners Federation has rejected the proposal to manufacture Janta Cloth;

(b) whether it is also a fact that the Federation had demanded an increase of 13 percent in the controlled prices of cloth on the plea of 10 percent increase in cloth prices and 3 percent increase towards increased dearness allowance;

(c) whether they have also demanded removal of all controls from cloth; and

(d) if so, the reaction of Government to these demands?

THE DEPUTY-MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). The Indian Cotton Mills Federation urged an increase of 13 per cent in the prices of controlled cloth; about 10 per cent on account of rise in the price of cotton and 3 per cent on account of the rise in dearness allowance. Alternatively they suggested a reduction in the level of controlled cloth to 10 per cent of the total production to be sold on no-profit no-loss basis which the Hon'ble Member is presumably referring to as "Janta" cloth.

The matter is under consideration of Government.

सिमुलतला स्टेशन के निकट हाल्ट

6025. **श्री मधु लिमये** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्व रेलवे के सिमुलतला रेलवे स्टेशन के निकट तेलवा बाजार में हाल्ट स्टेशन बनाने के बारे में सरकार को कोई अनुरोध प्राप्त हुआ है ;

(ख) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ; और

(ग) यदि नहीं, तो क्या सरकार का विचार इस सम्बन्ध में अपने निर्णय पर पुनः विचार करने के बाद उस स्थान पर प्रयोगात्मक आधार पर हाल्ट स्टेशन बनाने का है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां ।

(ख) इस प्रस्ताव की ध्यानपूर्वक जांच की गई है । इसका न तो आर्थिक दृष्टि से औचित्य है न ही परिचालन सम्बन्धी आधार पर इसे स्वीकार किया जा सकता है ।

(ग) जी नहीं ।

Promotion of Class IV Staff in P. & T. Deptt.

6026. SHRI MADHU LIMAYE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Governments attention has been drawn to a practice in the Postal Department that Matriculates or equivalents in Class IV staff of the Department are appointed to about 20 per cent of the posts in Class III;

(b) whether any demand has been made to introduce a similar practice in the Railways;

(c) if so, the reaction of Government thereto; and

(d) the nature of facilities provided to the Class IV staff to acquire the necessary skill/education for their being promoted to the posts in Class III category?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) to (d). It is already open to eligible Class IV staff of Railways to apply to the Railway Service Commissions for recruitment to Class III posts, and for this purpose, age is relaxed to the extent of service rendered in Class IV not exceeding 10 years.

On the Railways a Committee was appointed in 1957 to recommend improved avenues of promotion to Class IV staff. Their recommendations involved *inter alia*, increase in the percentage of posts to be filled by promotion of Class IV staff. This has been accepted by Government and presently 25 per cent of posts in the initial recruitment grade in categories like Office Clerks, Train Clerks, etc., are filled by promotion from amongst Class IV staff who have put in 5 years continuous service, without restriction of age or academic qualifications.

In respect of artisan categories 50 per cent to posts of skilled artisans in the grade Rs. 110-180 are filled by promotion from lower levels. To enable staff to qualify in the trade test, suitable facilities are afforded in the Basic Training Centres in the Workshops where there is no semi-skilled cadre.

Thus adequate chances of promotion already exist for the Class IV staff on Railways.

Rail Concessions for Circus Troupes

6027. SHRI PREM CHAND VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether on representation from the Indian Circus Federation, the rail concessions for circus troupes has been reintroduced?

(b) the reasons for withdrawing the concession earlier and who advised the Ministry for this action; and

(c) whether the reasons which led to the decision to withdraw concession are no longer valid?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) On the representation of the Indian Circus Federation a concessional rate for the carriage of luggage and equipment including animals of circus parties was reintroduced with a slightly reduced element of concession as compared to the position as existed in the past. It was in deference to the demand voiced in Parliament that certain other items of concession have been restored for circus parties.

(b) The Ministry on its own motion and taking into account the difficult financial position decided to withdraw the concession. It was felt that since similar concessions were not accorded to men and women in other professions there was no reason to maintain concessions for professional entertaining companies.

(c) The reasons stand valid but a revision of the decision has been agreed to partly in deference to wishes of Parliament and partly in consideration of the difficulties represented by the Indian Circus Federation.

P.I.B. Officers' Visit to Algeria

6028. SHRI A. SREEDHARAN:
SHRI KAMESHWAR SINGH:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a Junior Officer of the P.I.B. was sent to attend Algiers Conference despite objection by the Ministry of Finance;

(b) if so, the reasons therefor; and

(c) the nature of duties assigned to him?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). An officer of the Press Information Bureau was deputed under competent sanction as a member of the Indian Delegation to the Algiers Conference;

(c) He was required to maintain liaison with the Press agencies so as to project India's point of view and her role in the deliberations in the Conference.

हरिद्वार और वाराणसी के बीच दैनिक जनता गाड़ी चलाना

6029. **श्री ओ० प्र० त्यागी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि हरिद्वार और वाराणसी के बीच बड़ी संख्या में तीर्थ यात्री यात्रा करते हैं और उन्हें सामान्यतः बहुत असुविधा होती है क्योंकि इस समय चलने वाली गाड़ियों में उनके लिये पर्याप्त स्थान नहीं होता है ;

(ख) यदि हां, तो क्या सरकार का विचार तीर्थ यात्रियों की कठिनाइयों को ध्यान में रखते हुए हरिद्वार और वाराणसी के बीच एक दैनिक जनता गाड़ी चलाने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) यह सच नहीं है कि हरिद्वार और वाराणसी के बीच यात्रा करने वाले यात्रियों को वर्तमान गाड़ियों में स्थान की कमी के कारण असुविधा होती है ।

(ख) सवाल नहीं उठता ।

(ग) इस समय वहां जितना और जिस तरह का यातायात होता है उसे देखते हुए इस मार्ग पर चलने वाली मौजूदा गाड़ियां पर्याप्त समझी जाती हैं ।

Rourkela Steel Plant

6030. SHRI SRINIBAS MISRA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the programme of expansion of Rourkela Steel Plant entails increase in the strength of labour and other operatives; and

(b) if so, the total number of such labour and operatives and the monthly expense for their wages?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). The programme of expansion of the Rourkela Steel Plant from its existing capacity of 1.0 million tonnes ingots to 1.8 million tonnes ingots would entail the employment of additional personnel. According to the present estimates, the additional requirement would be about 6,000 workers and their monthly wage bill may come to about Rs. 20 lakhs.

Manufacture of Woollen Carpets

6031. SHRI DEIVEEKAN: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the woollen industry has requested for permission for the import of machinery for the manufacture of woollen carpets in order to boost our exports of woollen carpets;

(b) if so, the reaction of Government thereto; and

(c) the steps which are being taken by Government to increase the production of woollen products in India?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Letters of Intent/Licences have already been issued under the Industries (Development & Rehabilitation) Act in favour of 13 units for importing machinery subject to certain conditions and for establishing industrial undertakings for the production of machine made carpets.

(c) The following steps have been taken by Government:

(i) The foreign exchange allocation for import of raw wool which is required by the worsted sector of the industry was increased from Rs. 2 crore in 1965-66 to Rs. 12 crore in 1966-67. The same level of allotment is being maintained for the half year October 1967 to March 1968.

(ii) The policy for Registered Exporters provides for import replenishment to manufacturer—exporters in respect of woollen prices and hosiery exported by them.

(iii) Modernisation of machinery is encouraged.

(iv) Greater use of indigenous wool with a view to increase production of woollen goods is encouraged.

(v) Greater attention is paid to improve the quality and yield of wool.

Cheating of Railways by Gang of Swindlers

6032. SHRI SHRI GOPAL SABOO:
SHRI KANWAR LAL GUPTA:
SHRI RABI RAY:
SHRI DURAIRASU:
SHRI MAYAVAN:
SHRI SUBRAVELU:
SHRI DEIVEEKAN:
SHRI KAMALANATHAN:
SHRI C. K. BHATTACHARYYA:
SHRI SRINIBAS MISRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a gang of swindlers, which is alleged to have cheated the Indian Railways of over Rs. 50 lakhs, has been arrested;

(b) if so, the details thereof;

(c) whether it is also a fact that some Railway employees are also envolved in it; and

(d) the modus operandi of the gang?

THE MINISTER OR RAILWAYS (SHRI C. M. POONACHA): (a) and (b). No. The correct position is that two consignments booked from Sitamarhi to Chitpur were fraudulently diverted to Manpur by changing the seal cards and delivered on production of a forged Railway Receipt. Two persons have been arrested by Government Railway Police, Gaya in this connection. The amount involved is Rs. 50,000 and not Rs. 50,00,000/-.

(c) Connivance of Railway staff is suspected.

(d) The matter is under investigation of Government Railway Police.

राज्य व्यापार निगम द्वारा जूतों का निर्यात

6033. **श्री श्रीगोपाल साबू :**
श्री मयावन :

क्या **वाणिज्य** मंत्री 19 मार्च, 1968 के अतारांकित प्रश्न संख्या 4493 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आगरा के बहुत से जूता बनाने वाले कारखाने, जो रूस को निर्यात के लिये जूते तैयार करते थे, बन्द हो गये हैं ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

वाणिज्य मन्त्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) जी, नहीं । आगरा स्थित राज्य व्यापार निगम के जूता केन्द्र ने वहां के जूते बनाने वाले कारखानों से जूते प्राप्त करने के लिये पूर्ति-आदेश दे दिये हैं । अतः अब उत्पादन आरम्भ करना कारखानों का काम है ।

(ख) प्रश्न नहीं उठता ।

Unemployment Among Engineers

6034. SHRI M. L. SONDHI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the imported know-how is responsible for unemployment among engineers;

(b) whether it is also a fact, even for jobs which could be manned by our engineers, foreign personnel were brought in the country; and

(c) if so, whether Government propose to consider a change in its policy?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Government permits the employment of foreign technicians only in those cases where technicians of the requisite qualifications and experience are not available within the country.

(c) Does not arise.

Andhra Steel Corporation

6035. SHRI C. JANARDHANAN: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Andhra Steel Corporation, Visakhapatnam has been black-listed;

(b) if so, for how many times it was black-listed and the reasons for the same in each case;

(c) whether the orders of black listing were revoked subsequently;

(d) if so, the reasons therefor; and

(e) whether during the period of black-listing, an amount of Rs. 10 lakhs was paid to the Company for exports?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (d). Messrs. Andhra Steel Corporation Limited, Calcutta, with a branch at Visakhapatnam were blacklisted once with effect from the 22nd January, 1965 as there were certain allegations against the firm with regard to its application for essentiality certificate. The black listing orders were revoked with effect from the 1st March, 1967 in consultation with the Central Vigilance Commission, after it was found, on the basis of an enquiry, that the allegations could not be substantiated.

Subsidy amounting to Rs. 0.48 lakhs was paid to the firm for exports during the financial year 1965-66 while for the financial year 1966-67 subsidy to the tune of Rs. 10.17 lakhs was paid.

Fall in India's Tea Exports

6036. SHRI RAGHUVIR SINGH SHASTRI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the export of Indian tea has come down considerably during the last year;

(b) the quantity of tea exported annually during the last four years;

(c) whether India is facing stiff competition from Ceylon in this trade;

(d) whether it is also a fact that the market of United Arab Republic has gone out from our hands to Ceylon; and

(e) the steps being taken to step up the export of Indian tea which is a source of substantial foreign exchange?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No. Sir,

(b) The quantity of tea exported annually during the last four years is given below:

Year	Quantity in M.Kg.
1964 ..	210.5
1965	199.4
1966	179.2
1967	213.7 (Provisional)

(c) Not only from Ceylon but other producing countries as well.

(d) No, Sir.

(e) Steps are being taken to stimulate demand for tea in the traditional markets and to create it in potential markets; fiscal concessions by way of reduction of export duty and tax concessions on promotional measures in foreign markets are also being given.

ऊन का निर्यात

6037. **श्री रघुवीर सिंह शास्त्री** : क्या **वाणिज्य मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ऊन का निर्यात तेजी से कम हो रहा है और यदि हां तो इसके क्या कारण हैं ;

(ख) क्या ऊन का आयात भी किया जाता है ;

(ग) यदि हां, तो बाहर से प्रति वर्ष कितनी ऊन मंगाई जाती है और देश में ही बड़ी मात्रा में ऊन उपलब्ध होने के बावजूद भी उसका आयात किये जाने के क्या कारण हैं ; और

(घ) ऊन का निर्यात बढ़ाने के लिये सरकार क्या कार्यवाही कर रही है ?

वाणिज्य मंत्रालय में उप मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) जी, हां । गिरावट की कमी का प्रमुख कारण कालीनों की ऊन की निकासी का घट जाना और साथ ही न्यूजीलैंड, अर्जेंटीना और अन्य देशों से इसी प्रकार की ऊन का सस्ते भाव पर उपलब्ध होना है ।

(ख) तथा (ग) वर्ष 1966-67 में ऊन उद्योग के वर्स्टेड क्षेत्र के लिये मेरिनो किस्म की 11.34 लाख कि० ग्रा० कच्ची ऊन आयात की गई थी । वस्त्रों तथा हौजरी के लिये स्वदेशी ऊन का केवल कुछ प्रतिशत ही वर्स्टेड धागे की कताई के लिये उपयुक्त है ।

(घ) कच्ची ऊन का निर्यात बढ़ाने के लिये निम्नलिखित उपाय किये गये हैं :—

(1) कच्ची ऊन पर से निर्यात शुल्क 20 प्रतिशत मल्यानुसार से घटाकर 10 प्रतिशत मूल्यनुसार किया गया ।

(2) ऊन की किस्म तथा उत्पादन को सुधारने पर अपेक्षाकृत अधिक ध्यान दिया जाता है ।

(3) निर्यात के लिये ऊन का वर्गीकरण ।

(4) राज्य व्यापार निगम से मुक्त मुद्रा क्षेत्रों को ऊन का निर्यात करने की सम्भावनाओं का पता लगाने के लिये कहा गया है ।

Manufacture of Bitumen Drums

6038. SHRI S. M. BANERJEE: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the names of licensed units for the manufacture of 30|35 gallon capacity Bitumen drums along with their capacities;

(b) whether all units are receiving raw materials *pro-rata* to their licensed capacities;

(c) whether any licensed unit is lying idle; and

(d) if so, the name of the said unit and the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a)

1. M/s. Standard Drum & Barrel Co. Ltd., Bombay .	9,00,000 drums per annum
2. M/s. Bharat Barrel & Drum Manufacturing Co. (P) Ltd., Bombay	7,84,000 drums per annum
3. M/s. Hind Galvanising and Engineering Co. (P) Ltd. Calcutta . . .	200 Tonnes per annum

(b) Bitumen drum sheets are made available to the refineries|oil companies according to their requirements for packing bitumen produced by them and not on the basis of the capacities of the fabricating plants;

(c) and (d). No licensed unit is lying completely idle.

Standard Drum and Barrel Manufacturing Company

6039. SHRI S. M. BANERJEE: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the plants of Standard Drums and Barrel Manufacturing Company, Bombay for the manufacture of 40|45 gallon oil barrels and 4|45 gallon drums were previously situated at Sewri;

(b) whether sometime in January, 1959, they entered into a blanket contract with Standard Vacuum Refinery Company for the utilisation of their entire capacity of oil barrel plant for the manufacture of bitumen drums;

(c) whether it is a fact that pursuant to said contract, they shifted their oil barrel plant to Trombay and started manufacturing bitumen drums for them; and

(d) whether it is a fact that they did not manufacture oil barrels in their said plant while they were engaged in manufacturing bitumen drums, raw materials for which was also being supplied by Standard Vacuum Refinery Co.?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir.

(b) M|S. Standard Drum & Barrel Manufacturing Co., while submitting in 1958 their application for grant of licence under the Industries (Dev. & Reg.) Act, 1951, for change of location of their factory from Sewri to Trombay, had also asked for permission to instal capacity separately for the manufacture of bitumen drums to meet their contractual obligations with M|S. Standard Vacuum Refinery Co. Ltd., Bombay, with whom they had entered into a contract for supply of bitumen drums.

(c) The firm had shifted their oil barrel plant to Trombay, but they produced bitumen drums at Trombay with the additional machines purchased.

(d) At Trombay the firm manufactured bitumen drums out of raw materials supplied by Messrs. Standard Vacuum Refinery Company Ltd.

They had suspended manufacture of oil barrels for some time due to reported imbalance in the stock of steel for body sheets and end sheets.

Auctioning of "P. S. Banaras" Steamer

6040. SHRI NIHAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Steamer 'P.S. Banaras' was sold by auction some years back;

(b) if so, the year of auction and the monetary gains;

(c) how many bidders took part in the auction;

(d) whether the steamer is still in service or under repairs at present;

(e) the nature of works performed by the steamer before it was auctioned;

(f) whether it was running in profit; and

(g) if so, whether, it also performed duties of the tug along with hauling passengers at Barari-ghat?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No. The steamer was sold by open tender in 1956.

(b) and (c). Do not arise.

(d) Not known to the Railways.

(e) The steamer was utilised for carrying passengers.

(f) Information is not available as separate Steamer-wise accounts are not maintained.

(g) This information also is not available.

इस्पात संयंत्र

6041. **श्री निहाल सिंह :** क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में भिलाई, रूरकेला और दुर्गापुर इस्पात कारखानों के कर्मचारियों और उनके परिवारों के लिये सरकार ने कितने क्वार्टर बनाये हैं और कितने कर्मचारियों को अब तक क्वार्टर नहीं दिये गये हैं;

(ख) उपरोक्त अवधि में उनके लिये चिकित्सा सुविधायें जुटाने और शिक्षा संस्थायें खोलने के सम्बन्ध में कितना धन खर्च किया गया है ; और

(ग) क्या यह सच है कि उपरोक्त तीन संयंत्रों के कर्मचारियों ने शिकायत की है कि पिछले तीन वर्षों में उनके लिये चिकित्सा की पूरी सुविधाओं की व्यवस्था नहीं की गयी और यदि हां, तो सरकार ने उस पर क्या कार्यवाही की है ?

इस्पात, खान तथा धातु मंत्री (डा० चन्ना रेड्डी) : (क) से (ग) सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी ।

मध्य रेलवे द्वारा पदों का विज्ञापन

6042. **श्री राम चरण :**
श्री लखन लाल कपूर :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे ने अपनी नियोजन सूचना संख्या 2-64-65 में श्रेणी संख्या 9 के अन्तर्गत कुछ पदों के लिये विज्ञापन दिया था ;

(ख) यदि हां, तो इस श्रेणी के अन्तर्गत कितने व्यक्तियों का चयन किया गया था; और

(ग) उनमें से अब तक कितने व्यक्तियों की नियुक्तियां की गई हैं और शेष व्यक्तियों को कब तक नियुक्त किया जायेगा ?

रेलवे मंत्री (श्री सी० मु० पुनाचा) : (क) से (ग): सूचना मंगाई जा रही है और सभा-पटल पर रख दी जायेगी ।

Appendix II-A Departmental Examination of the Indian Railways

6043. SHRI RAM CHARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is relaxation of 10 per cent of marks for the Scheduled Castes and Scheduled Tribes employees to qualify Appendix II-A Departmental Examination on the Indian Railways;

(b) if so, the number of employees belonging to Scheduled, Castes and Scheduled Tribes who have been benefited with the said relaxation, Railway-wise?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

लघु उद्योग सेवा संस्थाएं

6044. **श्री राम चरण** : क्या **औद्योगिक विकास तथा समवाय-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली स्थित लघु उद्योग विकास आयुक्त ने 15 मार्च 1968 तक उत्तर प्रदेश, मद्रास तथा पश्चिम बंगाल में अलग-अलग कितनी लघु उद्योग सेवा संस्थायें शाखा संस्थायें और विस्तार तथा उत्पादन केन्द्र खोले; और

(ख) वर्ष 1966–67 में उपरोक्त राज्यों ने उक्त केन्द्रों पर कितनी कितनी राशि खर्च की ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख). एक विवरण सभा पटल पर रखा गया है। [पुस्तकालय में रखा गया। देखिये संख्या LT–708/68]।

प्रदर्शनियों के सहायक निदेशक

6045. **श्री राम चरण** : क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रदर्शनियों के सहायक निदेशकों के वर्तमान पदों की संख्या कितनी है;

(ख) इन पदों में से कितने पद अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लोगों के लिए आरक्षित हैं;

(ग) आरक्षित पदों में से वास्तव में कितने पदों पर अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के व्यक्ति काम कर रहे हैं;

(घ) इनमें से कितने व्यक्तियों को स्थायी बनाया गया है; और

(ङ) यदि उपरोक्त भाग (घ) का उत्तर नकारात्मक हो तो इसके क्या कारण हैं ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) 10.

(ख) तथा (ग). वाणिज्य मंत्रालय में सहायक निदेशक (प्रदर्शनियां) के पदों की

भर्ती के नियमों के अनुसार दो तिहाई पद प्रत्यक्ष भर्ती द्वारा तथा एक तिहाई पदोन्नति द्वारा भरे जाते हैं। परिणामतः आरक्षण आदेश प्रत्यक्ष भर्ती के लिये नियत रिक्तियों पर ही लागू होंगे। साम्प्रदायिक सूची (क्म्यूनल रोस्टर) बनाने के उद्देश्य से सहायक निदेशक (प्रदर्शनियां) के पदों को मंत्रालय में श्रेणी—1 के अन्य समवर्ती पदों के साथ मिला कर एक वर्ग बनाया गया है। अतः सहायक निदेशक (प्रदर्शनियां) के ग्रेड में कोई अलग आरक्षण नहीं है परन्तु समस्त वर्ग में नियुक्तियां निर्धारित सूची (रोस्टर) के आधार पर की जाती हैं।

इस समय मंत्रालय में अनुसूचित जातियों का एक व्यक्ति सहायक निदेशक (प्रदर्शनियां) के रूप में कार्य कर रहा है।

(घ) तथा (ङ) सहायक निदेशक (प्रदर्शनियां) के 10 पदों में से 6 स्थायी हैं तथा इन में से चार स्थायी रूप में भरे हुए हैं। अभी तक अनुसूचित जातियों अथवा अनुसूचित आदिम जातियों के किसी सदस्य को स्थायी नहीं किया गया है। सहायक निदेशक (प्रदर्शनियां) के शेष दो स्थायी पदों पर व्यक्तियों के स्थायीकरण का प्रश्न विचाराधीन है।

चुर्क-कटनी रेलवे लाइन

6046. **श्री शशि भूषण बाजपेयी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे द्वारा चुर्क से कटनी तक रेलवे लाइन बिछाई जा रही है;

(ख) क्या पूर्व रेलवे इस लाइन को बिछाने की स्थिति में नहीं है;

(ग) क्या पूरी हो जाने के बाद इस लाइन को दक्षिण रेलवे को सौंप दिया जायेगा;

(घ) क्या मध्य रेलवे ने भी इस लाइन के बिछाने में सहायता की है; और

(ङ) इस लाइन के बिछाने पर कुल कितना खर्च होने की सम्भावना है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) और (ख) चुर्क और कटनी के बीच कोई सीधी रेलवे लाइन नहीं बनाई जा रही है, लेकिन निम्नलिखित दो रेलवे लाइनों का निर्माण किया जा रहा है जिनसे ओबरा के रास्ते इन दोनों स्थानों के बीच सम्पर्क स्थापित हो जायेगा :

(i) ओबरा (नयी बनायी गई राबर्टसगंज—गढ़वा रोड लाइन पर स्थित स्टेशन) से मोरवा (सिंगरौली) तक एक बड़ी लाइन। (ii) मोरवा (सिंगरौली) से कटनी तक एक नयी बड़ी लाइन। मद (i) का निर्माण पूर्णतः उत्तर रेलवे द्वारा किया जा रहा है, जबकि मद (ii) का निर्माण अंशतः उत्तर रेलवे और अंशतः मध्य रेलवे द्वारा किया जा रहा है। निर्माण का काम प्रशासनिक कारणों से इन रेलों को दिया गया।

(ग) जी नहीं।

(घ) जी हां।

(ङ) 35.10 करोड़ रुपये।

सिंगरौली कोयला खान

6047. **श्री शशि भूषण बाजपेयी** : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राष्ट्रीय कोयला विकास

निगम ने सिंगरौली कोयला खानों का कोई सर्वेक्षण किया था;

(ख) क्या इन कोयला खानों को कुछ गैर-सरकारी कम्पनियों को सौंपने का विचार है; और

(ग) यदि हां, तो इसके क्या कारण हैं और इनका ब्यौरा क्या है ?

इस्पात, खान तथा धातु मंत्री (डा० चन्ना रेड्डी) : (क) हां, महोदय।

(ख) निगम की सिंगरौली कोयला क्षेत्र की कोयला खानों को किसी प्राइवेट कम्पनी को दिये जाने का कोई प्रस्ताव नहीं है।

(ग) प्रश्न नहीं उठता।

सिंगरोली कोयला खानें

6048. **श्री शशि भूषण बाजपेयी** : क्या **इस्पात, खान तथा धातु** मंत्री यह बताने की कृपा करेंगे कि :

(क) सिंगरौली कोयला खानों से निकाला जा रहा कोयला किस किस्म का है; और

(ख) प्रथम द्वितीय तथा अन्तिम सर्वेक्षण का ब्यौरा क्या है ?

इस्पात, खान तथा धातु मंत्रालय में राज्य मंत्री (श्री प्र० च० सेठी) : (क) सिंगरौली–2 खान में से तीसरी श्रेणी का और घटिया किस्म का कोयला निकाला जा रहा है।

(ख) भारतीय भूवैज्ञानिक सर्वेक्षण द्वारा मार्च, 1958 में किये गये समन्वेषी खोज और पूर्वेक्षण कार्यों के दौरान झिंगुरदा ऊपरी परत (सिंगरौली–2) का पता लगा।

दूसरे, भारतीय खान ब्यूरो द्वारा मार्च 1961 से मार्च, 1964 तक की अवधि में सिंगरौली–1 के लगभग 11,647 एकड़ क्षेत्र में पुरेवा और तुरी परतों में 17370 लाख मैट्रिक टन कोयले की उपलब्ध राशि प्रमाणित की गयी।

तीसरे, राष्ट्रीय कोयला विकास निगम द्वारा 11,962 एकड़ के झिंगुर्दा क्षेत्र में मई 1964 से जुलाई 1965 तक की अवधि में किये गये विस्तृत व्यवन कार्यों के परिणामस्वरूप 780 लाख मैट्रिक टन, झिंगुर्दा की ऊपरी परत में और 264 लाख मैट्रिक टन, झिंगुर्दा की निचली परतों में, कोयले के उपलब्ध राशियां प्रमाणित की गई। वर्तमान खान की झुकाव वाली ओर में आगे खोज प्रगति पर है।

दिल्ली में औद्योगिक विकास

6049. **श्री कंवरलाल गुप्त** : क्या **औद्योगिक विकास तथा समवाय-कार्य** मंत्री यह बताने की कृपा करेंगे कि

(क) गत तीन वर्षों में 2 लाख रुपये से भी अधिक पूंजी से कितने कारखाने दिल्ली में स्थापित किये गये हैं;

(ख) क्या यह सच है कि दिल्ली में औद्योगिक विकास निर्धारित लक्ष्य से कम हुआ है;

(ग) यदि हां, तो इसके क्या कारण हैं;

(घ) दिल्ली में कारखाने स्थापित करने में उत्पन्न होने वाली कठिनाइयों को दूर करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है; और

(ङ) आगामी दो वर्षों में सरकारी तथा गैर-सरकारी क्षेत्र में दिल्ली में स्थापित किये जाने वाले कारखानों का ब्यौरा क्या

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद): (क) से (ङ). जानकारी इकट्ठी की जा रही है और वह सभा पटल पर रख दी जायेगी।

मुरादाबाद-चंदौसी यात्री गाड़ी से यात्रा कर रहे एक यात्री का अपहरण

6050. **श्री श्रीचन्द गोयल :**
श्री शारदानन्द :
श्री रणजीत सिंह :

क्या **रेलवे मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मार्च, 1968 के पहले सप्ताह में मुरादाबाद -चंदौसी यात्री गाड़ी में यात्रा कर रहे एक यात्री का मचारिया और कुंदर किलर स्टेशनों के बीच अपहरण कर लिया गया था;

(ख) क्या अपहरण किये गये व्यक्ति का इस बीच पता लगा लिया गया है; और

(ग) यदि हां, तो इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी, हां।

(ख) जी, हां।

(ग) मुरादाबाद की सरकारी रेलवे पुलिस ने भारतीय दंड संहिता की धारा 392/387 के अन्तर्गत एक मामला दर्ज कर लिया है। एक अभियुक्त गिरफ्तार किया गया है जिसने इस अपराध में अपना शामिल होना स्वीकार कर लिया है। अन्य अपराधियों को पकड़ने के लिए प्रयास किया जा रहा है।

Exports of Strategic War Raw Materials

6051. SHRI SHIVA CHANDRA JHA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India exports strategic war raw materials to foreign countries;

(b) if so, the reasons therefor and to which countries; and

(c) the annual foreign exchange earned therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). No distinct list of strategic materials is maintained; some of the goods exported have both civil and military uses. It could, however, be stated that no material which could be treated as war material directly is being exported.

Bhagalpur-Mandar Hill Railway Line

6052. SHRI SHIV CHANDRA JHA:
SHRI RAMAVTAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to discontinue the Bhagalpur-Mandar Hill railway line;

(b) if so, the reasons therefor; and

(c) the arrangements, if any, made for the convenience of the passengers after its discontinuance?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No final decision has yet been taken but the matter is under consideration.

(b) The matter is under consideration because the line has been running at a loss. Besides, the area is well served by road transport.

(c) This aspect will be given the most careful consideration before a decision is taken.

Industrial Concerns in West Bengal

6053. SHRI SAMAR GUHA: Will the Minister of INDUSTRIAL DEVE-

LOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) how many new industries have been set up in West Bengal during 1967 and what is the capital invested in them and who are their managing directors;

(b) the industrial concerns that have gone into liquidation during the above period and the reasons for their liquidation;

(c) whether any industries have been transferred from West Bengal and, if so, the reasons therefor; and

(d) whether these new, transferred or liquidated, industries got loans from Government and if so, the amounts thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d): The information is being collected and will be laid on the Table of the House in due course.

Prices of Essential Commodities

6054. SHRI SAMAR GUHA: Will the Minister of COMMERCE be pleased to state:

(a) the details of the increase or decrease in the price/indices for essential commodities after the promulgation of Presidents Rule in West Bengal;

(b) whether a large number of spurious drugs and adulterated foodstuffs have been seized by Government after the promulgation of President's Rule;

(c) if so, the details thereof; and

(d) the positive steps taken by Government to hold the price line of essential commodities and to check adulteration of foodstuffs and medicines in West Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) A statement showing the comparative prices of essential commodities before and after the promulgation of President's Rule in West Bengal is laid on the Table of the House (Statement No. I). [*Placed in Library. See* No. LT-709/68].

(b) and (c). Recently, some premises were searched by the officials of the Directorate of Drugs Controller and two cases of manufacture of spurious drugs were detected. The details are given in the statement (Statement No. II). Laid on the Table of the House. [*Placed in Library. See* No. LT-709/68].

(d) A statement showing the steps taken to hold the price line of essential commodities and to check adulteration etc. is laid on the Table of the House (Statement No. III). [*Placed in Library. See* No. LT-709/68].

Accident at Luckeesaral Station

6055. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) the amount paid to the victims of the rail accident at Luckeesaral station on the 14th February, 1968;

(b) whether it is proposed to give any compensation for loss of life and property to the victims; and

(c) if so, the nature thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Rs. 7,900/-

(b) No.

(c) Does not arise.

Export Duty on Tea

6056. SHRI S. C. SAMANTA: Will the Minister of COMMERCE be pleased to state:

(a) the annual anticipated loss of

revenue to Government as a result of reduction in export duty on tea; and

(b) the likely benefits as a result thereof to the industry?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The loss of revenue due to the reduction in export duty on tea is estimated at Rs. 1.31 crores for a full year at the existing level of exports. This loss would result only if India's tea exports do not increase in spite of the reduction in export duty.

(b) The recent revision in export duty on tea is expected to help in increasing exports of better qualities of tea.

Drive to Check Lawlessness on Eastern Railway

6057. SHRI RABI RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether his attention has been drawn to a newsitem appearing in the *Hindustan Standard*, Calcutta of the 23rd March, 1968 that the police and Railway authorities have launched a joint drive to prevent lawlessness, ticketless travel, smuggling and theft of Railway property on the Eastern Railway;

(b) if so, the result of this joint endeavour of both Police and Railway authorities; and

(c) whether it is going to be a regular feature of the Railways and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) 12146 passengers found travelling without tickets were detected and an amount of Rs. 44,320/- was realised in the course of 108 checks over Howrah Sealdah Divisions during Feb./March 1968. A large number of criminals have also been arrested and stolen Railway property was recovered. Drive against smuggling resulted in seizure of 49796½ kilograms of rice and 137 cases against 144 persons were started for violation of Food Laws.

(c) Frequent and intensive checks against ticketless travellers are being carried out and will be continued with the assistance made available by the Government Railway Police as well as by utilising Railway Protection Force. Taking appropriate action against lawlessness is the constitutional responsibility of the State Governments. Railways being vitally concerned extend necessary help and co-operation as and when these drives are organised by the State Police.

Kunzru Committee on Railway Accidents

6058. SHRI RABI RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Kunzru Committee on Railway accidents appreciated the role played by temporary Officers to a great extent and offered some suggestions about them;

(b) if so, the recommendations made by the Kunzru Committee on Railway Accidents regarding temporary Officers; and

(c) the steps taken by Government to implement those recommendations?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The Railway Accidents Committee in para 109 of Part II of their report observed that:—

> "Where temporarily recruited Class I officers are available with a longer period of service, they should be given preference for promotion to Senior Scale, over the permanent Class I Junior Scale officers with insufficient experience on working posts."

(c) The above observations have been noted and borne in mind by Government.

Sulphur Deal with M/s Oval Industries

6059. SHRI RABI RAY: Will the Minister of COMMERCE be pleased to state:

(a) whether it was decided in early 1967 that M/s. Oval Industries should pay a sum of Rs. 75,000/- as damages plus Rs. 6,614.56 as actual expenses to the State Trading Corporation in connection with the sulphur deal; and

(b) if so, how much amount has already been paid to the State Trading Corporation and the steps taken by Government to realise the rest from the said Company?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir. The negotiated settlement between S.T.C. and Oval Industries was to the effect that the latter would pay to S.T.C. the full amount of infructuous expenditure incurred by S.T.C. or a sum of Rs. 75,000 whichever was more. As the infructuous expenditure amounted to Rs. 6,614.56 only Oval Industries were liable to pay Rs. 75,000/-.

(b) The full amount of Rs. 75,000/-. has since been remitted to S.T.C.

Conference on Handloom Industry at Bangalore

6060. SHRIMATI SUSEELA GOPALAN:
SHRI A. K. GOPALAN:
SHRI P. GOPALAN:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a conference on Handloom Industry was held recently at Bangalore; and

(b) if so, the proposals made at the Conference to save the industry from the crisis?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). At the Conference on February 17, 1968 attended by the Deputy Prime Minister and the Chief Ministers/Ministers of the Southern States, the main proposals discussed were:—

(1) Rebate scheme on handloom fabrics;

(2) Excise duty on yarn;

(3) Sales tax on handloom cloth;

(4) Simplification of Reserve Bank's procedures for credit facilities;

(5) General condition of the industry and impact of powerlooms; and

(6) Assistance for establishing more cooperative spinning mills.

Booking Office at Namkhana (Eastern Rly.)

6061. SHRI BHAGABAN DAS:
SHRI MOHAMMAD ISMAIL:
SHRI GANESH GHOSH:
SHRI JYOTIRMOY BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a temporary Railway Booking Office is opened every year at Namkhana (Eastern Rly.) near Sagar Island for the facility of pilgrims to Sagar Mela;

(b) if so, whether such Booking Office was opened this year also; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a). A temporary Booking Office was opened at Namkhana during the years 1965, 1966 and 1967 for the facility of pilgrims to Sagar Mela.

(b) No.

(c) Due to poor patronage of the Booking Office.

Traffic Apprentices of Northern Rly.

6062. SHRI NAMBIAR:
SHRI MOHAMMED ISMAIL:
SHRI B. K. MODAK:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5470 on the 22nd December, 1967 and Unstarred Question No. 1379 on the 20th February, 1968 and state:

(a) whether Government have since considered the demands of the Traffic Apprentices; and

(b) if so, the decision taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The matter is under active consideration of the appropriate authorities.

मध्य प्रदेश में स्थापित किये गये उद्योग

6063. **श्री गं० च० दीक्षित** : क्या **औद्योगिक विकास तथा समवाय-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) 1966-67 में मध्य प्रदेश में कितने नये उद्योग स्थापित किए गये हैं और उनमें किस हद तक सफलता मिली है; और

(ख) उपरोक्त अवधि में सरकार द्वारा कितनी राशि दी गई है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) 1966-67 में मध्य प्रदेश में स्थापित किए गए नए एककों की संख्या 1853 है और बताया गया है कि ये एकक सुचारु रूप से चल रहे हैं।

(ख) 1966-67 में केन्द्रीय सरकार ने ऋण के रूप में 35.33 लाख रुपये और राज्य सरकार ने 7,63,208 रुपये दिये हैं।

मध्य प्रदेश में हथकरघा उद्योग

6064. **श्री गं० च० दीक्षित** : क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1966-67 में मध्य प्रदेश हथकरघा उद्योग में धागे की कितनी खपत हुई; और

(ख) उपरोक्त अवधि में ऋण तथा अनुदानों के रूप में प्रत्येक बुनकर सहकारी समिति को कितनी राशि दी गई ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) 10.8 लाख किलोग्राम।

(ख) केन्द्रीय सरकार राज्य सरकार को ऋणों तथा अनुदानों के रूप में सहायता देती है और उसी तरह राज्य सरकार बुनकर सहकारी समितियों को सहायता देती है। प्रत्येक बुनकर सहकारी समिति को दिये गये ऋणों तथा अनुदानों के बारे में केन्द्रीय सरकार को कोई जानकारी नहीं है।

मध्य प्रदेश में कपड़ा मिलें

6065. **श्री गं० च० दीक्षित** : क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में कितनी कपड़ा मिलें हैं और वे किन-किन स्थानों पर हैं;

(ख) इनमें नियमित और नैमित्तिक क्रमशः कितने कितने कर्मचारी हैं;

(ग) उन मिलों का ब्यौरा क्या है जिन्होंने वर्ष के अंत में घाटा दिखाया है और कितने मिल इस समय बंद हैं; और

(घ) इन मिलों की सहायता के लिये सरकार ने क्या कार्यवाही की है ?

वाणिज्य मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) और (ख). एक विवरण (अंग्रेजी में) सभा पटल पर रखा है जिसमें मध्य प्रदेश में विभिन्न स्थलों पर स्थित मिलों की संख्या तथा 1.12.67 को उनमें लगे हुए मजदूरों की संख्या दी गई है। [पुस्तकालय में रख दिया गया। देखिये एल० टी०—710/68]

(ग) केवल एक मिल बंद पड़ी है। वर्ष के अन्त में जिस मिल/जिन मिलों ने हानि दिखाई उसके बारे में जानकारी एकत्र की जा रही है और सभा पटल पर रख दी जायेगी।

(घ) ऐसी सूती कपड़ा मिलों की, जिन पर उद्योग (विकास तथा विनियमन) अधिनियम की धाराएं लागू होती हैं उस अधिनियम के अन्तर्गत जांच की जाती है। जांच के प्रतिवेदन के आधार पर कुछ मिलें जिन्हें सीमित वित्तपोषण द्वारा समुचित समय में चालू किया जा सकता है उपरोक्त अधिनियम के अन्तर्गत नियुक्त प्राधिकृत नियंत्रकों के अधीन कर दी जाती हैं। उपयुक्त मामलों में संबंधित राज्य सरकार परामर्श करके राजकीय सहायता भी दी जाती है। जब कोई मिल इतनी पुरानी होती है कि उसे पुनः चालू करना युक्ति संगत नहीं होता तो उसे समाप्त कर देने के लिये कार्यवाही की जाती है।

उपरोक्त अधिनियम के अन्तर्गत इस समय सरकार मध्य प्रदेश में चार मिलों का प्रबंध कर रही है।

मध्य प्रदेश में कुटीर उद्योग

6066. **श्री गं० च० दीक्षित** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में कुटीर उद्योगों के और अधिक विकास की सम्भावनाओं का पता लगाया गया है; और

(ख) कुटीर उद्योगों की स्थापना के लिये गत पांच वर्षों में मध्य प्रदेश को कितनी राशि की सहायता दी गई है ?

वाणिज्य मंत्रालय में उप मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) जी हां।

(ख) कुटीर उद्योगों की स्थापना के लिए गत पांच वर्षों में मध्य प्रदेश को दी गई सहायता की राशि को दर्शाने वाला एक विवरण सभा पटल पर रखा गया है। [पुस्तकालय में रखा गया। देखिये संख्या LT—710/68]

Exports

6067. **DR. KARNI SINGH**: Will the Minister of COMMERCE be pleased to state:

(a) the over all exports made during the year 1966-67 and upto date in 1967-68;

(b) the imports during the above period; and

(c) the items in which our exports have been affected by competition from Pakistan and China?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). India's overall imports and exports (including re-exports) during the year 1966-67 and 1967-68 (upto January, 1968) are given below:

Value in Rs. crores.

	1966-67	1967-68 (upto January 68)
Imports	1902	1622
Exports (including re-exports)	1095	1008

(c) The export of two major items i.e., jute manufactures and cotton-piece-goods has been affected due to competition from Pakistan and China respectively.

Visit by British Business Executives

6068. SHRI MAHANT DIGVIJAI NATH: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a group of 14 young business executives from U.K. are on a goodwill visit to India; and

(b) if so, the details of their visits to various chambers and the suggestions which they have made for the progress in the various fields?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). A Group of 14 persons sponsored by the Royal Commonwealth Society, London, visited India in March, 1968. It was a mixed group consisting of persons from many walks of life like, banking, business, medicine, teaching, etc. The purpose of their visit was to create a better understanding of the Commonwealth. The visit of the Delegation was not for any business or commercial purpose. The hosts of the Delegation in India were the Associated Chambers of Commerce and Punjab-Haryana-Delhi Chamber of Commerce and Industry. As far as we are aware no report has been submitted by the Delegation containing suggestions for progress in the various fields.

बर्मा को डी-लक्स डिब्बों (रेलगाड़ी के) की सप्लाई

6069. **श्री ओंकार लाल बेरवा** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि भारतीय डी-लक्स डिब्बों के लिये मार्च, 1966 में बर्मा से एक क्रयादेश मिला था;

(ख) यदि हां, तो पिछले दो वर्षों में कितने डिब्बों का निर्यात किया गया; और

(ग) उससे कितनी विदेशी मुद्रा अर्जित की गई ?

वाणिज्य मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरैशी) : (क) जी हां।

(ख) तथा (ग): 59.33 लाख रुपये (अवमूल्यन से पूर्व) मूल्य के 33 डिब्बों का निर्यात आर्डर है जिसमें से 4 डिब्बे फरवरी 1968 में निर्यात कर दिये गये हैं। आशा है कि 1968–69 के दौरान आर्डर पूरा कर दिया जायगा।

मुगलसराय स्टेशन का नाम 'दीनदयाल नगर' रखना

6070. **श्री यशवन्त सिंह कुशवाह** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को कोई ऐसा अभ्यावेदन मिला है कि मुगलसराय स्टेशन का नाम बदल कर "दीनदयाल नगर" रखा जाये; और

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है ?

रेलवे मंत्री (श्री चे० मू० पुनाचा) : (क) जी हां।

(ख) भारत सरकार के गृह मंत्रालय द्वारा निर्धारित प्रक्रिया के अनुसार, किसी रेलवे स्टेशन का नाम बदलने के सम्बन्ध में कोई भी सुझाव, सभी आवश्यक सूचना के साथ, राज्य सरकार की ओर से भारत सरकार के गृह मंत्रालय को भेजा जाना

चाहिए और नाम में किसी तरह का परिवर्तन करने से पहले उनकी सहमति ले लेनी चाहिए। अभ्यावेदकों को सूचित कर दिया गया है कि वे इस बारे में सम्बन्धित राज्य सरकार से लिखा-पढ़ी करें।

बैलाडिल्ला लौह अयस्क कारखाना

6071. **श्री यशवन्त सिंह कुशवाह :** क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि:

(क) मध्य प्रदेश में बैलाडिल्ला नगर मे लौह अयस्क कारखाने के क्रशिंग, स्क्रीनिंग तथा लोडिंग सेक्शनों का निर्माण-कार्य किस अवस्था में है ;

(ख) चालू वर्ष में इस लौह अयस्क कारखाने के उत्पादों का कितनी मात्रा में निर्यात किया गया और क्या यह निर्धारित निर्यात लक्ष्य के अनुसार है और यदि नहीं तो इसके क्या कारण है ; और

(ग) इस कारखाने के उत्पादों के निर्यात मूल्य पर रुपये के अवमूल्यन का क्या प्रभाव पड़ा है ?

इस्पात, खान तथा धातु मंत्री (डा० चन्ना रेड्डी) : (क) संयंत्र के कूटने, छानने तथा बैगनों में लदान करने वाले अनुभाग लगभग पूरे हो चुके हैं और विभागीय परीक्षण-चालन चालू है। मध्य प्रदेश विद्युत् बोर्ड से 18 मार्च 1968 से विद्युत्-शक्ति चालू कर दिये जाने से अनुभागों का संकलित परीक्षण चालन शीघ्र ही शुरू किया जायगा।

(ख) संविदा के अनुसार 31 मार्च, 1968 तक बैलादिल्ला से जापान को 8 लाख टन फ्लोट अयस्क भेजे जाने की तुलना में 22 मार्च, 1968 तक 3.73 लाख टन फ्लोट अयस्क जापान भेजा जा चुका है। तथापि खनिज और धातु व्यापार निगम ने फ्लोट अयस्क की शेष मात्रा के 8 अगस्त, 1968 तक प्रदाय के विषय में जापान की इस्पात मिलों के साथ अन्य एक संविदा तय किया है। न्यूनता के कारण निम्नलिखित थे:

(1) मध्य प्रदेश राजकीय विद्युत बोर्ड द्वारा देरी से विद्युत शक्ति का दिया जाना।

(2) कुछ मशीनरी का देरी से आना।

(3) भूमि स्खलन आदि के कारण आरंभिक अवस्थाओं मे रेल परिवहन प्रणाली को सुचारु ढंग से चला पाने की रेलवे की असमर्थता।

(ग) फ्लोट् अयस्क के प्रदाय के संबंध मे खनिज तथा धातु व्यापार निगम का जापान की इस्पात मिलों के साथ संविदा अवमूल्यन के पश्चात् हुआ था।

Introduction of Trains on Bombay-Delhi and Bombay-Howrah Routes

6072. SHRI DEORAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce additional trains on Bombay-Delhi and Bombay-Howrah via Nagpur routes; and

(b) if so, when?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) A proposal for introduction of an additional train on Delhi—Bombay section by the Western Railway route is under examination. While the need for an additional train between Bombay and Delhi by the Central Railway route is recognised, it has not been possible

to introduce an additional train because of lack of line capacity on certain sections on this route, non-availability of requisite terminal facilities at Delhi|New Delhi and Bombay VT and shortage of coaching stock. However four additional bogies have been put on the Mails/Expresses on this route with effect from 1st February, 1968. There is no proposal at present for introduction of an additional train between Bombay and Howrah *via* Nagpur.

(b) It is not possible at this stage to indicate the definite date for introduction of additional services between Delhi and Bombay.

गन्ने को रेल भाड़ा वृद्धि से छुट

6073. **श्री देवराव पाटिल :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय चीनी मिलों की एसोसिएशन ने यह मांग की है कि रेल भाड़े की दरों में प्रस्तावित वृद्धि से गन्ने को छूट दी जाये;

(ख) यदि हां, तो क्या चीनी के उत्पादन के ऊंचे लक्ष्य और गन्ना उत्पादकों के व्यापक हितों को ध्यान में रखते हुए उपर्युक्त वृद्धि से गन्ने को छूट देने का सरकार का विचार है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां।

(ख) जी नहीं।

(ग) गन्ने के लिए सामान्य दर पहले से ही बहुत कम है।

इसके अलावा, चीनी मिलों को बुक होने वाले गन्ने के लिए कई विशेष कम दरें भी निर्धारित की गयी हैं।

Hauling of Calcutta Mail and Howrah Express by Diesel Locomotives

6074. SHRI DEORAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a decision to provide diesel locomotives to Calcutta Mail and Howrah Express running between Bombay and Calcutta via Nagpur; and

(b) if so, when diesel locomotives would be provided to the said trains?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

चमड़े के सामान का निर्यात

6075. **श्री महाराज सिंह भारती :** क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कच्चे चमड़े और कमाये हुए चमड़े के स्थान पर चमड़े के सामान का निर्यात करने के बारे में सरकार ने एक नीति बनाई थी जिससे देश में रोजगार के अवसर बढ़ सकें और अधिक विदेशी मुद्रा कमाई जा सके ;

(ख) इससे चमड़े के सामान का निर्यात किस हद तक बढ़ गया है तथा चमड़े के निर्यात में कितनी कमी हुई है; और

(ग) क्या यह सच है कि विश्व में चमड़े के कुल उत्पादन का 20 प्रतिशत भाग भारत में बनता है जो बहुत से देशों को निर्यात कर दिया जाता है ?

वाणिज्य मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरैशी) : (क) सरकार चमड़े के जूतों तथा चमड़े से बने अन्य सामान के अतिरिक्त साधित तथा तैयार चमड़े का अधिक निर्यात करने की नीति का पालन कर रही है।

(ख) 1965–66, 1966–67 तथा अप्रैल-दिसम्बर 1967 तक चमड़े के जूतों सहित चमड़े के अन्य सामान के निर्यात का मूल्य क्रमशः 3.88 करोड़ रु०, 5.81 करोड़ रु० तथा 4.47 करोड़ रु० था। चमड़े के निर्यात की घटने की अपेक्षा बढ़ने की सम्भावना है क्योंकि बकरी की कच्ची चमड़ियों के निर्यात पर क्रमिक प्रतिबन्ध लगाने से बकरी की कमाई हुई चमड़ियां निर्यात के लिए अधिक मिलने लगेंगी।

(ग) भारत संसार के चमड़ा उत्पादन के 15 प्रतिशत का उत्पादन करता है और अपने उत्पादन के आधे से भी कम का निर्यात करता है।

पश्चिमी रेलवे पर बिना टिकट यात्रा

6076. **श्री रणजीत सिंह:** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) दिसम्बर 1967 से अब तक पश्चिमी रेलवे पर बिना टिकट अथवा गलत टिकट पर यात्रा करते हुए प्रति मास कितने व्यक्ति पकड़े गये है ;

(ख) उनसे जुर्माने के रूप में कितनी राशि वसूल की गई; और

(ग) बिना टिकट यात्रा रोकने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) पश्चिम रेलवे पर बिना टिकट या अनुचित टिकटों पर यात्रा करते हुए पकड़े गये यात्रियों की संख्या इस प्रकार है —

दिसम्बर 1967	: 1,05,778
जनवरी 1968	: 1,19,112
फरवरी 1968	: 1,09,519

मार्च 1968 के आंकड़े अभी उपलब्ध नहीं हैं।

(ख) बिना टिकट वाले जिन यात्रियों पर मुकदमा चलाया गया उनसे जुर्माने के रूप में वसूल की गयी रकम इस प्रकार थी:—

दिसम्बर 1967	: 6,828 रु०
जनवरी 1968	: 7,581 रु०
फरवरी 1968	: 8,058 रु०

इनके अलावा बिना टिकट या अनुचित टिकटों पर यात्रा करते हुए पकड़े गये यात्रियों से अतिरिक्त किराये और अतिरिक्त प्रभार के रूप में निम्नलिखित रकम वसूल की गयी:—

	अतिरिक्त किराया (रुपये)	अतिरिक्त प्रभार (रुपये)	जोड़ (रुपये)
दिसम्बर 1967	2,13,053	88,422	3,01,475
जनवरी 1968	2,11,102	87,060	2,98,162
फरवरी 1968	2,08,904	86,374	2,95,278

मार्च, 1968 के आंकड़े अभी उपलब्ध नहीं है।

(ग) जांच के काम में तेजी लाने और उनकी आवृत्ति बढ़ाने की व्यवस्था की जा रही है जिसमें गुप्त रूपजांच जांच और उड़न-दस्तों तथा मजिस्ट्रेटों द्वारा अचानकी जांच शामिल है। टिकट जांच सम्बन्धी प्रबन्धों के पर्यवेक्षण का काम तेज कर दिया गया है।

मुरादाबाद में टेलीफोन की तारों की चोरी करने वाले रेल कर्मचारी की गिरफ्तारी

6077. **श्री रणजीत सिंह:** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मार्च,

1968 के पूर्वार्ध में टेलीफोन की तारों की चोरी करने वाले एक रेलवे कर्मचारी को मुरादाबाद में गिरफ्तार किया गया था ;

(ख) यदि हां, तो उस अपराधी के पास से कितना तार बरामद हुआ था; और

(ग) गिरफ्तार किये गये उस व्यक्ति के विरुद्ध क्या कार्यवाही की गई ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां, लेकिन वह 25-3-68 को गिरफ्तार किया गया था।

(ख) 10 किलोग्राम ।

(ग) मुरादाबाद की सरकारी रेलवे पुलिस ने तार अधिनियम की धारा 5/7 के अन्तर्गत अपराध सं० 93 के रूप में एक मामला दर्ज कर लिया है और उनकी जांच हो रही है। अपराधी को जेल भेज दिया गया है।

पश्चिमी रेलवे के इंजीनियरी विभाग में वार्ड कीपरों के पद

6078. **श्री श्रीचन्द गोयल :**
श्री रणजीत सिंह :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के इंजीनियरी विभाग में वार्ड कीपरों के कितने पद अभी रिक्त हैं ;

(ख) उस विभाग में वार्ड कीपरों के कुल कितने पद हैं; और

(ग) इन पदों पर नियुक्ति करने के के लिये सरकार क्या कार्यवाही कर रही है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) कोई नहीं।

(ख) 12 ।

(ग) सवाल नहीं उठता ।

दिल्ली-रिवाड़ी सेक्शन पर रेल गाड़ियों में खतरे की जंजीरें

6079. **श्री हुकम चन्द कछवाय :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तरी रेलवे के दिल्ली-रिवाड़ी सेक्शन पर कुछ रेल गाड़ियों में खतरे की जंजीरें हटा दी गई हैं ;

(ख) यदि हां, तो उस सेक्शन पर जिन रेल गाड़ियों से खतरे की जंजीरें हटा दी गई हैं उनकी संख्या क्या है ; और

(ग) इसके क्या कारण है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां।

(ख) छः गाड़ियां ।

(ग) इस खण्ड पर इन गाड़ियों में खतरे की जंजीर खींचने की घटनाएं बहुत अधिक होती थीं और इससे गाड़ियों की समय-पाबन्दी पर बहुत बुरा प्रभाव पड़ता था।

निजी कम्पनियों की रेलवे लाइन

6080. **श्री हुकम चन्द कछवाय:** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अभी तक

देश में कुछ ऐसी रेलवे लाइन हैं जिनकी मालिक निजी कम्पनियां हैं ;

(ख) यदि हां, तो उन रेलवे लाइनों के नाम क्या हैं तथा वे किस किस कम्पनी की हैं; और

(ग) इन निजी कम्पनियों की रेलवे लाइनों की लम्बाई कितनी है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां।

(ख) और (ग). एक विवरण सभा पटल पर रखा गया है। [**पुस्तकालय में रखा गया।** देखिये संख्या LT 711/68]

भुसावल रेलवे स्टेशन पर रेलवे इंजनों की नीलामी

6081. **श्री हुकम चन्द कछवाय:** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1967 में कुछ पुराने इंजनों को जो रेलवे के लिये उपयोगी नहीं थे सरकार के आदेशानुसार भुसावल स्टेशन पर नीलाम किया गया;

(ख) यदि हां, तो उक्त वर्ष कुल कितने ऐसे इंजनों की नीलामी की गई; और

(ग) सरकार को नीलामी से कितनी रकम प्राप्त हुई ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं।

(ख) और (ग). सवाल नहीं उठता।

उत्तर रेलवे के वाराणसी-प्रतापगढ़ सेक्शन पर गाड़ी का पटरी से उतरना

6082. **श्री हुकम चन्द कछवाय :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जनवरी 1968 के दूसरे सप्ताह में उत्तर रेलवे के वाराणसी--प्रतापगढ़ सेक्शन पर गौड़ा और दंडपुर रेलवे स्टेशनों के बीच एक मालगाड़ी के तीस डिब्बे पटरी से उतर गये थे;

(ख) यदि हां, तो इसके फलस्वरूप रेलवे को कितनी हानि हुई ;

(ग) क्या गाड़ी के पटरी से उतरने के कारणों का पता लगाया गया है; और

(घ) यदि हां, तो उसका ब्यौरा क्या है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) दुर्घटना 11-1-1968 को हुई।

(ख) रेल सम्पत्ति को लगभग 95,643 रुपये की क्षति पहुंचने का अनुमान है।

(ग) और (घ). जांच समिति के निष्कर्ष के अनुसार गाड़ी के पटरी से उतरने का कारण यह था कि इंजन से 41वें नम्बर पर लगे मालडिब्बे में लदी हुई लोहे की लपेटी हुई चद्दरें चलती गाड़ी में अपनी जगह से खिसक गयी थीं क्योंकि रास्ते में पैकिंग सामग्री चोरी चली गयी थी।

Shifting of Divisional Office at Baroda

6083. **SHRI MANUBHAI PATEL:** Will the Minister of RAILWAYS be pleased to state:

(a) when the Divisional Office at Baroda was opened;

(b) the area covered under the Baroda Division;

(c) whether any decision has been taken to shift the Divisional Office from Baroda to another place; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) (a) The Divisional Office at Baroda started functioning from 1st August, 1956.

(b) Surat (exclusive) to Viramgam (inclusive), Baroda to Godhra (inclusive) and connected Broad and Narrow Gauge branch lines.

(c) No.

(d) Does not arise.

Running of Meerut Shuttle Train via Shahdara

6084. SHRI HARDAYAL DEVGUN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Daily Passengers Union, Ghaziabad has sent a memorandum to Government demanding that the Meerut shuttle train be run *via* Shahdara;

(b) whether it is also a fact that sometime back, an assurance was given to the people that some work was going on at the junction and after it was over, the shuttle train would be run *via* Shahdara;

(c) if so, when Government propose to run the said shuttle train *via* Shahdara to remove the difficulties of the public; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) No.

(c) Does not arise.

(d) The existing arrangements are the most satisfactory, considering the requirements of the various sections of commuters.

Company Secretaries

6085. SHRI ERA SEZHIYAN: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have constituted a Committee or Advisory Board to standardise the qualifications for the profession of Company Secretaries and the holding of examinations for the purpose;

(b) the number of the candidates who have qualified since the examination were started;

(c) whether Government are aware that the qualified candidates find it very difficult to secure suitable jobs in spite of the dearth of qualified company secretaries; and

(d) the steps taken by Government to ensure suitable employment to the qualified company Secretaries?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes Sir. The Government have set up an Advisory Board for Company Secretaries on non-statutory basis to assist the Government to standardize the qualifications for the profession of Company Secretaries and the holding of examination.

(b) The examinations were started from 1961 and 245 candidates have passed the examination in Company Secretaryship, but diplomas have been issued only to 127 candidates. The rest have not completed their practical training and hence not qualified for diplomas.

(c) Yes Sir.

(d) There is no provision in the Companies Act under which the Government or the Company Law Board can compel a company to employ a qualified Company Secretary. Further G.D.C.S. is not the only examination which prepares candidates for the posts of Secretaries in Companies. Law graduates or persons who have

passed the examinations held by Institute of Chartered Accountants, Institute of Cost and Works Accountants and Institutes running Business Management courses are also considered suitable for appointment to such posts. Even so the Company Law Board is endeavouring to ensure suitable employment to G.D.C.S. candidates particularly in the public sector. Thus, particulars of diploma holders are sent to the Bureau of Public Enterprises, and from them to the undertakings under them, for absorption of such personnel in their secretarial Departments. Separate instructions have also been issued by the Ministries/Departments to public undertakings under them, to give preference to qualified Company Secretaries in the matter of recruitment for secretarial posts. Government have recently recognised the Government Diploma in Company Secretaries as adequate qualification for the purpose of recruitment to superior posts where specialised knowledge relating to the functions of the Company Secretaryship is required.

Company Secretaries

6086. SHRI ERA SEZHIYAN: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that many Government undertakings employ persons other than those holding Government Diploma in Company Secretaryship awarded by the Company Law Board as Company Secretaries or Assistant Company Secretaries.

(b) if so, the reasons therefor; and

(c) the steps Government propose to take to ensure employment of qualified persons as Company Secretaries in public undertakings in terms of the Resolution No. 11/9/59-Instt. dated the 14th November, 1960.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) It has been represented by some Government Diploma holders that some Government undertakings do employ persons other than those holding Government Diplomas.

(b) Employment of qualified Company Secretaries is not a statutory requirement. Further, the G.D.C.S. is not the only examination which prepares candidates for the post of Secretaries in Companies. There are also other Institutes such as Chartered Accountants, Cost Accountant and Business Management which prepare candidates for such posts.

(c) In pursuance of the Resolution dated 14th April, 1960 (and not 14th November, 1960), the Government have already set up an Advisory Board for Company Secretaries on a non-statutory basis to assist the Government in standardising qualifications for the profession of Company Secretaries and to hold qualifying examinations. The particulars of all the diploma holders are being circulated to the Bureau of Public Enterprises, who in turn send them to the undertakings under them for their absorption in the secretarial department. Separate instructions have also been issued by the Ministries/Departments to public undertakings under them to give preference to qualified company secretaries in the matter of recruitment for the secretarial posts. The Government have recently recognised the Government Diploma in Company Secretaryship as adequate qualification for the purpose of recruitment to superior posts where specialised knowledge relating to the functions of the Company Secretaryship is required.

Closure of Kalka-Simla Line

6087. SHRI SHRI CHAND GOEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representations against the closure of Kalka-Simla line;

(b) whether it is a fact that the line is useful for promoting tourist traffic to Simla and from the defence point of view; and

(c) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No proposal for the closing of Kalka-Simla line has yet been moved. No representations on the subject have been received.

(b) Alternative means of transport being available, the usefulness of this line for tourist traffic and from the defence point of view is no more than that of any other line similarly situated.

(c) In view of the answer to part (a), this question does not arise.

Industries in Chandigarh

6088. SHRI SHRI CHAND GOEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the steps taken by Government for the development of industries in Chandigarh Union Territory; and

(b) the facilities, if any, offered to the industrialists there?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Information is being collected and will be laid on the Table of the House in due course.

Coconut Oil Mill in Nicobar Islands

6089. SHRI UMANATH:
SHRI MOHAMMED ISMAIL:
SHRI P. P. ESTHOSE:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the coconut oil is selling in the Nicobar groups of Islands at Rs. 4 per kilogram while at Port Blair the coconut oil which is brought from the mainland is selling at Rs. 8 per kilogram;

(b) whether it is also a fact that there is enough scope for establishing coconut oil mill at Car Nicobar Island; and

(c) if so, whether Government are considering any proposal to set up a coconut oil mill at Car Nicobar Island; and if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). Information is being collected and will be laid on the Table of the House.

Geological Survey of India

6090. SHRI K. ANIRUDHAN:
SHRIMATI SUSEELA GOPALAN:
SHRI P. RAMAMURTI:
SHRI C. K. CHAKRAPANI:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the terms and conditions of service of the contingent workers working with the Geological Survey of India;

(b) whether it is a fact that a large number of technical and non-technical workers working on contingent basis for more than ten years have not been made permanent; and

(c) if so, the reasons therefor?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) The contingent workers are employed by Geological Survey of India on daily wages.

(b) Only 30 such workers are involved.

(c) They do not meet the requirements of recruitment rules.

Indian Bureau of Mines

6091. SHRI K. ANIRUDHAN:
SHRI K. RAMANI:
SHRI P. RAMAMURTI:
SHRI K. M. ABRAHAM:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the total number of employees who were transferred to the Geological Survey of India at the time of merger of exploratory division of the Indian Bureau of Mines with the Geological Survey of India;

(b) whether it is a fact that at the time of merger, the employees of the exploratory division were assured that their seniority will be counted at the time of promotion;

(c) whether it is a fact that large number of new recruited persons are promoted while the senior persons from exploratory divisions are not promoted; and

(d) if so, the total number of such promotions and the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) 1,908.

(b) In the orders issued at the time of transfer it was, *inter alia*, mentioned that the service conditions of the personnel to be transferred to the Geological Survey of India such as status, emoluments, seniority, etc. would be governed by the existing recruitment rules until further orders.

(c) No person newly recruited after the merger has been promoted so far.

(d) Does not arise.

Geological Survey of India

6092. SHRI K. ANIRUDHAN:
SHRI E. K. NAYANAR:
SHRI P. P. ESTHOSE:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Mines Act is applicable to the workers working in the field camps of the Geological Survey of India;

(b) if so, whether the Act is also applicable to the contingent workers;

(c) whether the contingent workers are provided with all the facilities like safety equipment prescribed under the Mines Act; and

(d) if not, the reasons therefor?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). It is applicable to the staff engaged on Exploratory Mining.

(c) and (d). The information is being collected and will be laid on the Table of the House.

Leipzig Fair

6093. SHRI MAHANT DIGVIJAI NATH: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India sold 12 million worth of goods at Leipzig Fair in German Democratic Republic;

(b) if so, the details of the sale of various goods;

(c) the estimated foreign exchange so earned; and

(d) the names of countries in which the Government of India are proposing to take part, in such fairs?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir. However, orders worth

Rs. 11.3 million were booked as a result of India's participation in the Leipzig Spring Fair, March 1968.

(b) and (c). A statement showing the details of the orders booked is placed on the Table of the House. [*Placed in Library. See* No. LT-712/No. LT-714/68].

(d) Italy, Hungary, Turkey, Afghanistan, Kuwait, Belgium, Yugoslavia, Finland, German Federal Republic, Iraq or Algeria, German Democratic Republic and United Kingdom.

Indian Bureau of Mines

6094. SHRI VISWANATHA MENON:
SHRI P. P. ESTHOSE:
SHRI P. GOPALAN:
SHRI B. K. MODAK:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the exploratory divisions of the Indian Bureau of Mines have been merged with the Geological Survey of India from January, 1968.

(b) if so, the reasons therefor;

(c) the total amount spent and total number of persons affected by the merger; and

(d) whether Government are considering any proposal to separate them, and if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) The exploratory divisions of the Indian Bureau of Mines were transferred to the Geological Survey of India on 1st January, 1966 (and not from January, 1968).

(b) This has been done to ensure continuity of background knowledge, expertise and operational control and avoid possible overlapping and duplication of functions between two different organisations.

(c) The total amount spent in effecting the said transfer is approximately Rs. 3.40 lakhs and the number of personnel affected is 1,908.

(d) Government have under consideration a proposal to re-organise and streamline the working of the Geological Survey of India and the Indian Bureau of Mines.

Geological Survey of India

6095. SHRI E. K. NAYANAR:
SHRI P. P. ESTHOSE:
HRI BHAGABAN DAS:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Geological Survey of India undertake mining operations and underground work;

(b) if so, the total number of workers doing underground work at present;

(c) whether all the workers doing underground work are provided with safety equipment; and

(d) if not, the reason for allowing the workers to do underground work without providing safety equipment as required under the Mines Act?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) Geological Survey of India undertake exploratory mining work and underground work connected therewith for prospecting purposes.

(b) to (d). The information is being collected and will be laid on the Table of the House.

Ambala Division

6096. SHRI BENI SHANKER SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there

was a proposal to create Ambala Division out of the existing Delhi Division on the Northern Railway and for this purpose a considerable number of posts of Officers in different grades have been sanctioned;

(b) if so, whether the proposed Ambala Division has actually come into existence;

(c) if not, whether these posts have been abolished; and

(d) if the reply to part (c) above be in the negative, the amount spent on these posts so far?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). There was a proposal to split the existing Delhi Division of the Northern Railway into two and Ambala was one of the places considered for the location of the new divisional headquarters. The proposal was, however, deferred in favour of a decision to strengthen the Delhi Division organisationally by posting four additional officers at Delhi and Ambala.

(c) The posts were created to strengthen the existing divisional organisation and will continue.

(d) The expenditure on the salary and allowances of the gazetted posts created for strengthening of divisional organisation is Rs. 1,06,726.00 so far (upto 31st March, 1968) and is about Rs. 53,000 per annum.

Assistant Station Masters in Divisional Superintendent's Office, Northern Railway

6097. SHRI BENI SHANKAR SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some Assistant Station Masters (Grade 150—240) are being utilised on clerical duties in Divisional Superintendent's Office, Northern Railway, New Delhi, without their being a sanction for these posts; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

Manufacture of Tyres

6099. SHRI HIMATSINGKA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have made it clear to the tyre manufacturers that further expansion of the production capacity would be allowed strictly on performance basis;

(b) if so, the basis of which licences are proposed to be granted;

(c) whether any date has been fixed for putting in applications for expansion of tyre manufacturing units or for installing new units and if so, what is that date; and

(d) the total additional capacity proposed to be granted to this industry?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). In respect of establishment of further capacity the manufacture of automobile tyres and tubes, the automobile tyre industry has been informed that consideration may be given, in regard to the expansion of the existing units, to those units whose supplies to automobile manufacturers, Defence etc. are satisfactory, whose export performance is commendable and who have fully implemented the schemes already licensed to them and also the economic viability of the units.

(c) and (d). Further capacity to the extent of 9,93,200 nos. each of automobile tyres and tubes is now proposed to be approved for establishment. No date has been fixed for

putting in applications for the grant of Industrial licences for the purpose.

Export of Textiles to U.S.S.R.

6100. SHRI HIMATSINGKA: Will the Minister of COMMERCE be pleased to state:

(a) whether an agreement has been signed with the U.S.S.R. for the supply of textiles worth Rs. 5 crores to the U.S.S.R.

(b) if so, the details thereof; and

(c) the specifications, nature and quality of textiles to be exported to that country under this agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). The representatives of the Soviet central buying organisation for textiles have entered into deals with mills in different parts of India for the purchase of bleached sheetings and poplins, printed poplins, printed satins, printed furnishings, printed flannelettes, terry towels, honeycomb towelling and hankerchiefs worth Rs. 5.82 crores during 1968. Summary of approximate business booked for qualities for exportation is given in the annexure laid on the Table of the House. [*Placed in Library. See* No. LT-713/681.

Mineral Deposits in the Kutch area Awarded to Pakistan

6101. SHRI SRADHAKAR SUPAKAR: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the area now awarded to Pakistan by the Kutch Tribunal contains mineral deposits of bauxite and mineral oil; and

(b) if so, the estimated quantity of the deposits?

THE MINISTER OF STEE, MINES AND METALS (DR. CHANNA REDDY): (a) No, Sir.

(b) Does not arise.

Fire in Chongtang Tea Gardens Near Darjeeling

6102. SHRI MAHANT DIGVIJAI NATH: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a fire broke out in Chongtang Tea Gardens near Darjeeling;

(b) if so, the estimated loss thereby;

(c) whether an enquiry has been conducted and if so, the details thereof and when the report of enquiry is likely to be received; and

(d) whether some arrests have been made in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The loss has been assessed at Rs. 12 lakhs.

(c) Yes, Sir. This enquiry by one of the Directors of the Company revealed that the fire was purely accidental, caused by short circuit in the electrical installation.

(d) Not as far as Government are aware, Sir.

Railway Projects in Zambia

6103. SHRI NITIRAJ SINGH CHAUDHARY:
SHRI LAKHAN LAL GUPTA:

Will the Minister of COMMERCE be pletsed to state:

(a) whether it is a fact that India has not given tender for the 100 million Sterling Railway Projects in Zambia; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). No such large tender for railway projects has been issued by the Government of Zambia. The question of Indian Parties not putting in offers therefor, does not arise.

Effect of Devaluation of Sterling on India Tea Exports

6104. SHRI R. K. AMIN:
SHRI K. P. SINGH DEO:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the devaluation of Sterling has affected adversely the tea market of India; and

(b) if so, the steps which Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) It is too early to judge whether and if so, to what extent, the devaluation of Sterling has affected adversely the tea market of India.

(b) Government are closely watching the situation and have already initiated action such as certain adjustments in export duty and intensification of promotional measures, to strengthen the position of Indian tea in the export markets.

Export of Metals

6105. SHRI RAMJI RAM:
SHRI B. N. KUREEL:

Will the Minister of COMMERCE be pleased to state:

(a) the quantity of stainless steel, nickel, copper, zinc, lead, tin and German Silver scraps etc. imported during the period from 1st January, 1957 to 31st December, 1967; and

(b) the quantity of each metal that has been allotted to different States respectively in each year during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-714/68].

(b) Statistics are not maintained State-wise and as such information regarding allocation to each State is not available for the above period.

छोटी कार का निर्माण

6106. **श्री रघुवीर सिंह शास्त्री :** क्या **औद्योगिक विकास तथा समवाय-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मैसूर सरकार ने केन्द्रीय सरकार को छोटी कारों के निर्माण के संबंध में एक प्रस्ताव भेजा था ;

(ख) यदि हां तो क्या सरकार ने उसको मंजूरी दे दी थी ;

(ग) यदि नहीं तो क्या सरकार का ध्यान मैसूर के मुख्य मंत्री के इस आशय के वक्तव्य की ओर दिलाया गया है कि मैसूर सरकार का विचार छोटी कार परियोजना का क्रियान्वित करने का है ; और

(घ) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी, हां।

(ख) अभी नहीं।

(ग) सरकार ने समाचार पत्रों में यह समाचार देखा है कि मैसूर के मुख्य

मंत्री ने कहा है कि वह छोटी कार के प्रस्ताव को लागू करने जा रहे हैं।

(घ) इसी प्रकार के अन्य प्रस्तावों के साथ मैसूर सरकार का प्रस्ताव भी सरकार के विचाराधीन है।

अरब देशों के साथ व्यापार

6107. **श्री रामावतार शास्त्री** : क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली में संयुक्त राष्ट्र व्यापार तथा विकास सम्मेलन की बैठक से बाहर बातचीत के दौरान अरब देशों के प्रतिनिधियों ने भारत से अनुरोध किया था कि वह इसरायल के साथ व्यापार संबंध न रखें;

(ख) क्या यह भी सच है कि आगामी वर्षों में इसरायल उन मंडियों में भारत का कड़ा मुकाबला करेगा जिनमें इस समय भारत अपना सामान बेच रहा है; और

(ग) यदि हां तो इस बारे में सरकार की क्या प्रतिक्रिया है?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) जी नहीं।

(ख) तथा (ग). बाजारों के लिये प्रतियोगिता आर्थिक जगत की एक वास्तविकता है और भारत सरकार इसका सामना करने के लिये तैयार हैं; चाहे वह इसरायल से हो अथवा किसी अन्य देश से।

अखबारी कागज के आयात सम्बन्धी करार

6108. **श्री रामावतार शास्त्री** : क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार ने इस वर्ष किन-किन देशों से सरकारी कागज के आयात संबंधी करार किये हैं;

(ख) चालू वर्ष में कितने टन अखबारी कागज के आयात करने का प्रस्ताव है;

(ग) प्रत्येक देश से आयात किये जाने वाले अखबारी कागज की पृथक-पृथक प्रति टन लागत कितनी है;

(घ) क्या रूस ने इस सम्बन्ध में कुछ विशेष सुविधायें दी हैं; और

(ङ) यदि हां तो इनका ब्यौरा क्या है?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) राज्य व्यापार निगम ने कनाडा से निर्बाध विदेशी मुद्रा के अन्तर्गत और सोवियत रूस से अखबारी कागज के संभरण के लिये संविदायें की है।

(ख) वर्ष 1968-69 में 1,20,000 मे० टन परिमाण का आयात करने का विचार है।

(ग) सोवियत रूस के अखबारी कागज का लागत बीमा भाड़ा सहित मूल्य 1082 रुपये प्रति मेट्रिक टन है (चढ़ाने उतारने के प्रभार खरीदार को देने पड़ेंगे) जिस पर आशा अन्तरीप के मार्ग से माल आने पर 52.50 रु० अतिरिक्त अधिप्रभार पड़ेगा तथा कनाडा के अखबारी कागज का लागत बीमा भाड़ा सहित मूल्य 158 कनाडी डालर है।

(घ) जी नहीं।

(ङ) प्रश्न नहीं उठता।

दिल्ली में कोकिंग कोयले के मूल्य में वृद्धि

6109. **श्री निहाल सिंह** : क्या इस्पात खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि गत दो वर्षों में दिल्ली में कोकिंग कोयले के मूल्य में काफी वृद्धि हुई है ;

(ख) यदि हां, तो इसके क्या कारण है; और

(ग) 1967 और 1968 में अब तक प्रत्येक महीने कोयले के मूल्यों में कितनी वृद्धि हुई और कोयले के मूल्यों को स्थिर करने के लिये सरकार ने क्या कार्यवाही की है ?

इस्पात, खान तथा धातु मंत्रालय में राज्य मंत्री (श्री प्र० चं० सेठी): (क) गत दो वर्षों में दिल्ली में हार्ड और साफ्ट कोक के मूल्यों में कुछ वृद्धि हुई है।

(ख) कोयले के मूल्यों में वृद्धि रेल के भाड़ों और कोयला खान पर के मूल्यों में वृद्धि के कारण हुई है। 24 जुलाई, 1967, से नियन्त्रण हटा लिये जाने के पश्चात्, कोयला खान पर के मूल्यों में वृद्धि अधिकतर कोयला उद्योग द्वारा वेतन मंडल की सिफारिशों को क्रियान्वित करने के कारण हुई है।

(ग) दिल्ली में साफ्ट-कोक और हार्ड–कोक के 1967 और 1968 (22 मार्च तक) के दौरान के मासिक औसत फुटकर मूल्य दिखाने वाला एक विवरण सभा पटल पर रखा गया है। [पुस्तकालय में रखा गया। देखिये संख्या LT-715/68] (24 जुलाई 1967 से) नियन्त्रण हटा लिये जाने के अनन्तर कोयले के मूल्यों पर सतर्क दृष्टि रखना और उन्हें उचित स्तर पर बनाये रखना दिल्ली प्रशासन की जिम्मेदारी है। दिल्ली प्रशासन ने निम्नलिखित कदम उठाये हैं :—

(1) कोयले की प्राप्ति के बारे में त्रैमासिक आयोजन किया जाता है और चूककर्त्ता व्यापारियों से पूछताछ की जाती है।

(2) कोयला लाने के लिये रेलवे द्वारा आवंटित वैगनों का विभिन्न व्यापारियों में, उनकी पिछली कारगुजारी को ध्यान में रखते हुए, साम्यिक वितरण किया जाता है।

(3) कोयला व्यापारियों के लिए, अपनी दुकानों में ध्यानाकर्षी स्थानों पर, कोयले के स्टाक और मूल्यों को दिखाना आवश्यक है :

(4) किसी व्यापारी द्वारा परिस्थिति का अनुचित लाभ उठाने की प्रवृत्ति को रोकने के लिए कोयले के मूल्यों की प्रवृत्तियों और प्रदाय-स्थिति पर निरन्तर नजर रखी जाती है।

Shortage of Copper and Zinc

6110. SHRI RAMACHANDRA ULAKA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether there is an acute shortage of copper and zinc in the country;

(b) if so, the steps taken by Government to increase the production;

(c) whether Government propose to import these metals in the current year; and

(d) if so, the main features thereof?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) Yes, Sir.

(b) The following steps have been taken by the Government to increase the production of copper and zinc within the country:—

I. COPPER

In the public sector, Hindustan Copper Limited have been assigned for the following projects|schemes for the development of copper deposits:—

(i) The Khetri Copper Project (Rajasthan):

To produce 31,000 tonnes of copper metal per annum (21,000 tonnes from Khetri mines and 10,000 tonnes from adjacent mine at Kolihan): The Khetri Project is expected to commence production from 1970-71 and to achieve full production by 1972-73.

(ii) Agnigundala Copper Project (Andhra Pradesh):

Government have approved, in principle, the development and exploitation of these deposits with foreign collaboration and financial assistance of M/s. Ashland Oil & Refinery Co., U.S.A., or any other foreign party. Negotiations are in hand.

(iii) Dariba Copper Project (Rajasthan):

A Project Report for the development of this copper deposit for the production of 1400 tonnes of copper per annum has been prepared and is under consideration.

(iv) Rakha Copper Project (Bihar):

A scheme for the exploitation of the Rakha Copper deposits to produce copper concentrates to yield 3,500 tonnes of copper per annum has been prepared and is under consideration of the Government.

2. In the private sector, the Indian Copper Corporation are engaged in the production of copper. Their production during 1966 and 1967 was 9,333 and 8,904 tonnes respectively. They have been granted an Industrial licence to set up a flash smelter of a capacity of 16,500 tonnes of blister copper metal which is expected to be commissioned by 1969.

II. ZINC

3. In the public sector, Hindustan Zinc Limited commenced production from January, 1968, in their zinc smelter near Udaipur, which has a capacity of 18,000 tonnes of zinc metal per annum. The smelter has reached its rated capacity. In addition, the company has also taken steps to prove additional ore reserves in the lead-zinc deposits in Zawar and Dariba-Rajpura areas in Rajasthan with a view to increasing the production of zinc metal substantially.

4. The Government are also considering setting up of a Zinc Smelter at Visakhapatnam of 30,000 tonnes for annum capacity, based on imported concentrates. As a first step in this direction, the foreign Consultants for this project have been asked to complete the preparation of the detailed Project Report.

5. In the private sector, M/s. Cominco Binani Zinc Limited were granted an Industrial licence for setting up of a zinc smelter, based on imported concentrates, at Alwaye (Kerala) of 20,000 tonnes of zinc metal per annum capacity. The smelter commenced production in 1967 and is expected to reach its rated capacity in 1968.

III. SEARCH FOR NEW DEPOSITS OF COPPER AND ZINC

6. In addition to the steps enumerated above, action has also been taken to intensify the efforts to locate new deposits of copper and zinc. An integrated programme of air-borne survey and follow-up work has been

drawn up to locate and develop the potential mineral resources of the country in the sphere of non-ferrous metals including copper and zinc. This programme envisages carrying out of air-borne surveys in the Aravalli area in Rajasthan, the East Cuddapah basin of Andhra Pradesh, and Bihar plateau covering an area of 120,000 sq. kms. Apart from the air-borne survey, the Geological Surveys of India expects to take up ground surveys in respect of about 234 prospects.

(c) and (d). Depending upon the availability of foreign exchange, it is proposed to import these metals during the current year to the extent the indigenous production falls short of the requirements of the industry. In terms of the current policy, import licences for non-ferrous metals including copper and zinc to priority industries are being issued to actual users directly. The import for the requirements of non-priority industries are being canalised through the Minerals and Metals Trading Corporation.

Production of Commercial Vehicles

6111. SHRI RAMACHANDRA ULAKA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to issue more licences to the firms to produce more light commercial vehicles in order to meet their shortage in the country; and

(b) if so, the broad features thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No.

(b) Does not arise.

Production of Jute

6112. SHRI RAMACHANDRA ULAKA: Will the Minister of COMMERCE be pleased to state:

(a) whether India has attained self-sufficiency in the production of jute; and

(b) if not, the quantum of foreign exchange spent annually on the import of jute?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The production of jute/mesta in 1967-68 season is adequate for the countrys requiremenats quantitatively.

(b) During the current season no imports of jute have so far been authorised.

Fertilizer Factory at Rourkela

6113. SHRI RAMACHANDRA ULAKA: Will the Minister of STEEL MINES AND METALS be pleased to state:

(a) whether the production in the Rourkela Fertilizer Factory has gone up; and

(b) if so, what extent?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). The production of Calcium Ammonium Nitrate from the Fertilizer Plant at Rourkela during the year 1967-68 is expected to be of the same order as in 1966-67. Production during 1967-68 was adversely affected on account of labour troubles, particularly in the months of August-September and October, 1967.

Manufacture of Small Car

6114. SHRI BENI SHANKER SHARMA:
SHRI D. C. SHARMA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of firms in India who had submitted schemes to Government for the manufacture of small car during the last two years;

(b) the reasons for their disapproval;

(c) whether the proposal has been given a thought again; and

(d) if so, the action taken or proposed to be taken in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a)

27. (b) and (d). The question of manufacture of low cost car has been engaging the attention of Government for some time past. Recently the Planning Commission were consulted to ascertain the availability of resources for the project. Their views are awaited. It will be possible to take a final view on the various proposals for the manufacture of small car pending with Government after the position about the availability of resources for the project is known.

Express Train Between Dhanbad and Patna

6115. SHRI BENI SHANKAR SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that while Dhanbad, Jharia, the main colliery centres of Bihar have been connected with Calcutta with daily through express trains, there is no such facility available between this area and Patna which is the capital town of the region and for which there is a great demand;

(b) if so, the steps proposed to be taken to start an express train between Dhanbad and Patna for the benefit of the public; and

(c) if no such train is to be started the reasons therefo ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) and (c). This is under examination.

Express through Train from Patna to Calcutta

6116. SHRI D. C. SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a demand to connect Patna through Express train with Calcutta;

(b) whether the same has been considered; and

(c) if so, with what results?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes

(b) Yes.

(c) There is no traffic justification for introduction of an additional Express train between Patna and Howrah|Sealdah and the existing facilities are adequate for the present quantum of traffic.

Industries in Durgapur

6117. SHRI D. C. SHARMA:
SHDI BENI SHANKER SHARMA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news-item.

published is the 'Amrit Bazar Patrika' of the 7th March, 1968 wherein it has been stated that 81 industrial establishments who had applied for allocation of land in Durgapur for starting firms or industries have expressed a desire to return the allotted plots; and

(b) if so, the reasons therefor and the steps taken in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). A report has been called for from the Government of West Bengal and other authorities. On receipt of the report, the inormation will be laid on the Table of the House.

Railway Services (Conduct) Rules, 1966

6118. SHRI D. C. SHARMA:
SHRI SUBRAVELU:
SHRI DEIVEEKAN:
SHRI MAYAVAN:
SHRI KAMALANATHAN:
SHRI CHITTYBABU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Services (Conduct) Rules, 1966 have been amended to prohibit railway employees from publishing books, participating in radio broadcasts or writing letters to newspapers or periodicals;

(b) whether this amendment is not an infringement of the right to freedom of speech and expression granted to citizens by the Constitution; and

(c) if so, the action proposed to be taken to withdraw the same?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No, Sir. Teh Conduct Rules provide that a railway servant should obtain prior sanction of the Government or the competent authority before publishing books, participating in radio broadcasts or writting letters to newspapers or periodicals except in certain circumstances as mentioned therein. The said rules do not prohibit a railway servant from doing so.

(b) and (c). Do not arise.

पूर्वोत्तर रेलवे का पूर्वोत्तर सीमा रेलवे पूर्व रेलवे और उत्तर रेलवे में विलय

6119. **श्री राघवलखर शास्त्री :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड ने पूर्वोत्तर रेलवे की पूर्वोत्तर सीमा रेलवे पूर्व रेलवे और उत्तर रेलवे में मिलाने का निर्णय किया है ;

(ख) यदि हां, तो इसके क्या कारण हैं तथा इसके परिणामस्वरूप रेलवे को कितना नुक्सान होने की सम्भावना है ;

(ग) क्या सरकार के उपर्युक्त निर्णय का विरोध करने के उद्देश्य से पूर्वोत्तर रेलवे विलय-विरोधी समिति, जिसमें संसत्सदस्य और बिहार विधान सभा के बहुत से सदस्य हैं, बनाई गई है ;

(घ) यदि हां, तो उन सदस्यों के नाम क्या हैं; और

(ङ) इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (श्री चे० मु० पुन्नाचा) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

(ग) से (ङ). रेल मंत्रालय को इस तरह की किसी समिति की जानकारी नहीं है ।

अभ्रक के चूरे का निर्यात

6120. **श्री रामावतार शास्त्री** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार के हजारीबाग जिले से प्रति वर्ष डेढ़ करोड़ रुपये से अधिक धनराशी के मूल्य के अभ्रक के चूरे का विदेशों को निर्यात किया जाता है ;

(ख) क्या ऐसी अनियमितताओं के बारे में कोई शिकायतें सरकार के ध्यान में लाई गई हैं जिनके फलस्वरूप ऐसे निर्यात में काफी वित्तीय हानि हुई है ; और

(ग) यदि हां, तो क्या इस मामले की जांच करने का सरकार का विचार है?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) जी, नहीं।

(ख) नहीं।

(ग) प्रश्न नहीं उठता ।

रेलवे उपकरण

6121. **श्री मोल्हू प्रसाद** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, 1950 से दिसम्बर, 1967 तक चितरंजन लोकोमोटिव वर्क्स, चितरंजन, डीजल लोको मोटिव वर्क्स वाराणसी, हैवी इलक्ट्रिक सर्क्सशाप, भोपाल और पैराम्बूर, बंगलौर तथा कलकत्ता में स्थित इंटेग्रल कोच फ्रेक्टरी में अलग अलग कितने सवारी डिब्बे, माल डिब्बे, सिगनल तथा रेल की पटरियों का निर्माण किया गया ;

(ख) रेलों के किस-किस तथा कितनी मात्रा में उपकरणों का आयात किया जाता है तथा कितने उपकरण देश में ही बनाये जाते हैं तथा सारे उपकरण देश में ही बनने में कितना समय लगेगा ; और

(ग) उन कारखानों में श्रेणीवार कितने कर्मचारी कार्य करते हैं, तथा उनमें अनुसूचित जातियों, अनुसूचित आदिम जातियों तथा अन्य जातियों के कर्मचारियों की अलग-अलग संख्या कितनी है?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) चितरंजन रेल ईंजन कारखाना चितरंजन , डीज़ल रेल ईंजन कारखाना वाराणसी और हैवी इलेक्ट्रिक वर्कशाप, भोपाल में सवारी डिब्बों, मालडिब्बों, सिगनलों और पटरियों का निर्माण नहीं किया जाता ।

पेरम्बूर (मद्रास) स्थित सवारी डिब्बा कारखाने मे सवारी डिब्बों का निर्माण किया जाता है और उत्पादन शुरू होने से लेकर दिसम्बर, 1967 तक इस कारखाने में बिना साज-सज्जा के सवारी डिब्बों के 1987 खोल और पूरी तरह सज्जित 3929 सवारी डिब्बों का उत्पादन हुआ ।

(ख) सवारी डिब्बे, भाप, डीजल और बिजलीं रेल ईंजन मालडिब्बे और सिगनल, रेल-पथ,गाड़ी और रेल ईंजनों में रोशनी के उपस्कर जैसे रेलवे चल-स्टाक के प्रमुख सामान बहुत कुछ अपने देस में ही बनाये जा रहे हैं यद्यपि कुछ मदों में कुछ विदेशी पुर्जों का इस्तेमाल किया जाता है । केवल परिष्कृत मशीनों, प्राकृत और विशेष मिश्रित धातुओं के वे अतिरिक्त हिस्से और पुर्जे हो अभी तक विदेशों से मंगाये जा रहे हैं जो आवश्यकता

के अनुरूप अभी तक देश में उपलब्ध नहीं हो पाये हैं। आशा है अगले पांच वर्षों में रेलवे चलस्टाक और उपस्करों के संबंध में बहुत अधिक मात्रा में आत्म-निर्भरता प्राप्त हो जायेगी और विशेष किस्म के स्वामित्वाधिकार वाले वे ही सामान विदेश से मंगाये जायेंगे जिनका देश में निर्माण करना आर्थिक दृष्टि से उपयुक्त नहीं होगा।

(ग) चितरंजन रेल इंजन कारखाना, चितरंजन डीजल रेल इंजन कारखाना, वाराणसी और सवारी डिब्बा कारखाना, पेरम्बूर के कर्मचारियों की वर्ग-संख्या वार नीचे दी गयी है :—

चितरंजन, रेल इंजन कारखाना, चितरंजन

वर्ग	अनुसूचित जाति	अनुसूचित जन-जाति	अन्य श्रेणियां	जोड़
श्रेणी I	1		66	67
श्रेणी II	1		56	57
श्रेणी III	481	109	6814	7404
श्रेणी IV	1314	472	3284	5070[B]

डीजल रेल इंजन कारखाना, वाराणसी

श्रेणी I			37	37
श्रेणी II	..		22	22
श्रेणी III	194		3062	3256
श्रेणी IV	63	..	1195	1258

सवारी डिब्बा कारखाना, पेरम्बूर

श्रेणी I	1		35	36
श्रेणी II	2	..	32	34
श्रेणी III	1006	11	6380	7397
श्रेणी IV	954	3	2331	13278

हैवी इलेक्ट्रिक वर्कशाप, भोपाल जो सरकारी क्षेत्र में एक अलग उपक्रम है, के कर्मचारियों की वर्ग-वार संख्या के बारे में सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायेगी।

इंटेगरल कोच फैक्टरी, पैराम्बूर

6122. **श्री मोल्हू प्रसाद :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पेराम्बूर स्थित इंटेगरल कोच

फैक्टरी में अक्टूबर, 1955 से दिसम्बर, 1967 तक आधुनिक डीलक्स डिब्बों, माल डिब्बों, ब्रेक डिब्बों, दूसरी श्रेणी, तीसरी श्रेणी तथा प्रथम श्रेणी के डिब्बों और वातानुकूलित डिब्बों की अलग अलग कितनी पेटियों का निर्माण किया गया ;

(ख) उपरोक्त अवधि में बड़ी लाइन पर बिजली से चलने वाले विभिन्न श्रेणियों के कितने डिब्बों का निर्माण किया गया ;

(ग) डीजल रेल-कारों के निर्माण में कितनी प्रगति हुई है तथा बिजली सिगनल उपकरणों का देश में ही निर्माण करने के संबंध में क्या कार्यवाही की गई है; और

(घ) उस फैक्ट्री में श्रेणीवार कितने कर्मचारी काम कर रहे हैं और उनमें अनुसूचित जातियों, अनुसूचित आदिम जातियों तथा अन्य वर्गों के कर्मचारियों की संख्या अलग-अलग कितनी है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) और (ख). एक विवरण सभा-पटल पर रखा गया है । [पुस्तकालय में रखा गया है । देखिये संख्या LT–716/68], जिसमें बड़ी और मीटर लाइन में बिजली गाड़ी के डिब्बों और डीजल रेल-कारों सहित उन सभी किस्म के डिब्बों के ब्यौरे दिये गये हैं, जो अक्टूबर, 1965 से दिसम्बर, 1967 तक की अवधि में पेरम्बूर के सवारी डिब्बा कारखाने में तैयार किये गये। सामान्यतया सवारी डिब्बा कारखाने में माल डिब्बे तथार नहीं किये जाते । लेकिन, इसमें कुछ विशेष किस्म के मालडिब्बों के एक या दो प्रोटोटाइप तैयार किये गये थे ।

(ग) 1964–65 में मीटर लाइन की 2 रेल-कारें तैयार की गयी थीं और आशा है, 1968–69 तक 10 और रेल-कारें बन कर तैयार हो जायेंगी ।

जहां तक सिगनल का संबंध है, रेलवे बोर्ड कार्यालय में पहले ही एक विशेष कक्ष की स्थापना की जा चुकी है जिसका काम यह देखना है कि देश में बिजली सिगनल के उपस्करों का निर्माण करने के लिए उत्पादन क्षमता किस तरह विकसित की जाये । रंगीन रोशनी वाले सिगनलों, प्राइमरी सेलों, डी० सी० बिजली की रिले, सिगनल मशीनों, काटा मशीनों, इकहरी लाइन के टोकन उपकरणों, दोहरी लाइन के ब्लाक उपकरणों आदि के निर्माण के लिए उत्पादन क्षमता अब अपने देश में ही विकसित की जा चुकी है, जब कि पहले ये बाहर से मंगाये जाते थे । अब केवल टोकन रहित ब्लाक उपकरण, ए० सी० बिजली के रिले, बिजली रेल-पथ परिपथन उपकर, ट्रैवुल प्वाइन्ट मशीनों आदि जैसे परिष्कृत उपकरण ही बाहर से मंगाये जाते हैं। इन उपकरणों के लिए भी देश में उत्पादन क्षमता विकसित करने का प्रायास किया जा रहा है ।

(ख) एक विवरण सभा-पटल पर रखा गया है । [पुस्तकालय में रखा गया। देखिये संख्या LT–716/68].

डीजल लोकोमोटिव वर्कशाप, वाराणसी से डिगनोमों की चोरी

6123. **श्री मोलहू प्रसाद** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में डीजल लोको-मोटिव वर्क्स, वाराणसी से डिगनोमों की चोरी हो गई थी ;

(ख) यदि हां, तो चुराये गये डिगनोमों का मूल्य कितना है ; और

(ग) इस चोरी में अन्तर्ग्रस्त अधिकारियों के विरुद्ध क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री चे० म० पुनाचा) : (क) और (ख). जी नहीं। सही स्थिति यह है कि आयात परेषण के एक बक्से में से 13 हीरा मिश्रित सान पत्थर (औद्योगिक हीरा कणों से युक्त) कम पाये गये। इन लापता पत्थरों की लागत का अनमान 9,991 रुपये लगाया गया है।

(ग) वरिष्ठ वेतन-मान अधिकारियों द्वारा जांच का आदेश दे दिया गया है और उनकी रिपोर्ट की प्रतिक्षा की जा रही है।

हनुमान गढ़-गंगानगर नहर लूप रेलवे लाइन के नीचे पाइप लाइन

6124. **श्री प० ला० बारूपाल** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) खूंजा गांव वासियों को पेय जल का संभरण करने के लिये हनुमानगढ़-गंगानगर नहर लूप रेलवे लाइन पर तेहरवें किलोमीटर के निकट रेलवे लाइन के नीचे से होकर एक पाइप लाइन बिछाने के प्रस्ताव पर सरकार कब से विचार कर रही है; और

(ख) इस काम की मंजूरी देने तथा उसे पूरा करने में कितना समय लगने की संभावना है ?

रेलवे मंत्री (श्री चे० म० पुनाचा) : (क) दिसम्बर, 1966 में रेल प्रशासन को भाखड़ा मण्डी विकास समिति का इस आशय का एक अनुरोध प्राप्त हुआ था कि वह खूंजा गांव को पीने के पानी की सप्लाई के लिए हनुमानगढ़-गंगानगर केनाल लूप पर रेलवे लाइन के आर-पार, किलोमीटर 201/0–1 पर, किलोमीटर 13 पर नहीं, एक पाइप लाइन डाल दे।

(ख) यह निर्माण कार्य "निक्षेप" कार्य होगा और इसकी पूरी लागत सुविधा चाहने वाले प्राधिकरण को देनी होगी। इस निर्माण-कार्य की योजना और अनुमान मई, 1967 में बना लिये गये थे, लेकिन राज्य कार्यकारी इंजीनियर, सार्वजनिक स्वास्थ्य, चुरू ने इसकी लागत उठाने की सहमति दिसम्बर, 1967 में दी। रेल प्रशासन ने प्रारम्भिक व्यवस्था सम्बन्धी काम शुरू कर दिया है और जैसे ही राज्य सरकार पाइप लाइन के सामान आदि की सप्लाई करेगी, रेल प्रशासन काम पूरा कर देगा।

New Industries in West Bengal

6125. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number, places and nature of new industries set up in West Bengal during the last five years;

(b) whether this industrial development has been according to schedule; and

(c) the new industries proposed to be set up in the public and private sectors?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The information is being collected and will be laid on the Table of the House.

Closure of Textile Mills in Coimbatore

6126. SHRI D. N. PATODIA:
SHRI BEDABRATA BARUA:
SHRI RAMACHANDRA VEERAPPA:
SHRI R. R. SINGH DEO:
SHRI D. N. DEB:
SHRI LOBO PRABHU:
SHRI CHANDRA SHEKHAR SINGH:

Will the Minister of COMMERCE

be pleased to state:

(a) whether the attention of Government has been drawn to a news item appearing in the 'Hindustan Times' of the 15th March, 1968 that 15 sick textile mills in South India are likely to be closed down by their managements untill their conditions are improved; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFFI QURESHI): (a) Yes, Sir.

(b) Cotton textile mills in South India (Andhra Pradesh, Mysore, Madras, Kerala and Pondicherry) produce about 1,85,000 bales of yarn per month. As against a stock position of 68,300 bales on 30-9-67 (around the time when full working of textile mills was restored on the withdrawal of the compulsory additional holiday) in the current year there has been some rise in the stocks, which stood at 70,000, 75,000, 73,800 and 82,300 bales as at the end of January, Middle February, End February and Middle March, 1968 respectively. Though thus the present level of stocks is higher, it is not unprecedented. The stocks with these mills during most of 1965 were much higher than the present level. The phenomenan of lower offtake of yarn is besides not unusual and more particularly in the pre-Budget period.

It is understood that 6 mills in Madras State accounting for around 1.35 lakh bales have recently put up closure notice which will involve 4450 workers approx. This action is report to be due to accumulation of stocks as a result of poor offtake of yarn by Powerlooms and Handlooms.

Certain downward readjustments in the rate structure of Excise Duty of some varieties of cotton yarn have been allowed. The Cotton Textiles Export Promotion Council has taken special measures and is striving to find outlets for cotton yarn in foreign markets, to thereby relieve pressure on mills in South India. These measures are expected to reduce the stock of yarn.

IIIrd Class Sleeper Coaches From Mangalore to New Delhi

6127. SHRI E. K. NAYANAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to introduce III class sleeper coaches from Mangalore to New Delhi;

(b) whether it is also proposed to introduce an extra III class sleeper coach along with III class sitting coach from Mangalore to New Delhi; and

(c) if so, when?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). No.

(c) Does not arise.

राजस्थान को लोहे तथा इस्पात का कोटा

6128. **श्री प० ला० बारूपाल** : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1967–68 में राजस्थान राज्य को किस किस किस्म का तथा कितना कितना लोहे और इस्पात का कोटा नियत किया गया था और वास्तव में कितना लोहा तथा इस्पात भेजा गया था;

(ख) क्या यह सच है कि यह माल राजस्थान के लघु उद्योग निगम को सप्लाई नहीं किया गया था, हालांकि आई० पी० सी० की इस्पात प्राथमिकता समिति द्वारा इसको

प्राथमिकता दी गई थी, और इसने सभी अन्य औपचारिकताओं को पूरा कर लिया था;

(ग) क्या इस माल पर आधारित उद्योगों पर इका प्रतिकूल प्रभाव पड़ा है; और

(घ) यदि हां, तो स्थिति को सुधारने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

इस्पात, खान तथा धातु मन्त्रालय में राज्य मंत्री (श्री प्र० चं० सेठी) : (क) से (घ) जानकारी एकत्र की जा रही है और सभा पटल पर रख दी जायगी ।

राजस्थान में लघु उद्योगों को लोहा तथा इस्पात के कोट का नियतन

6129. **श्री प० ला० बारूपाल** : क्या **इस्पात, खान तथा धातु** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान में लघु उद्योगों को लोहे तथा इस्पात के कोटे का नियतन उनकी क्षमता के अनुसार नहीं किया गया है; और

(ख) यदि हां, तो क्या सरकार का विचार इस राज्य को अधिक कोटा नियत करने का है, ताकि वहां के उद्योग अपनी क्षमता के अनुसार उत्पादन कर सकें ?

इस्पात, खान तथा धातु मन्त्रालय में राज्य मंत्री (श्री प्र० चं० सेठी) : (क) जी, हां ।

(ख) 1-5-1967 से सभी प्रकार के लोहे और इस्पात पर से नियन्त्रण हटा लिया गया है । अब इसके वितरण का काम संयुक्त संयंत्र समिति करती है । समिति ने दुर्लभ माल के वितरण के लिये एक कार्य प्रणाली बनाई है । इस कार्यप्रणाली के अनुसार वर्ष 1966-67 में लोहा और इस्पात नियंत्रक द्वारा विभिन्न उपभोक्ताओं को किये गये औसतन आवंटन और संयुक्त संयंत्र समिति के वास्तविक आयोजना के आधार पर माल दिया जाता है । चूंकि इस समय दुर्लभ किस्म के माल की कमी है, अतः क्षमता के अनुसार सभी कारखानों की पूर्ण आवश्यकताओं की पूर्ति नहीं की जा सकती ऐसा केवल राजस्थान के बारे में ही नहीं है अपितु अन्य सभी राज्यों के बारे में भी है ।

Prices of Shoes supplied to U.S.S.R.

6130. SHRI GADILINGANA GOWD:
SHRI PILOO MODY:
SHRI LOBO PRABHU:
SHRI P. RAMAMURTI:
SHRI GIRRAJ SARAN SINGH:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the price of our shoes in U.S.S.R. has been reduced by six rupees in view of British and other shoes being cheaper;

(b) whether this reduction being made from the prices quoted by the exporters or from the profits of the State Trading Corporation; and

(c) the difference between the buying and selling price of shoes and how much of this is necessary to cover the administrative charges?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD SHAFI QURESHI): (a) and (b). Prices for shoes for export to U.S.S.R. in 1968 have been negotiated taking into consideration the international prices for these items. The prices negotiated during the current

year are lower than the prices obtained in 1967.

The prices paid by the State Trading Corporation to its suppliers are derived from the prices it settles with the buyers abroad.

(c) It is not in the business interests of the Corporation to divulge details

Dr. Hazaria's report on Industrial Licensing

6131. SHRI GADILINGANA GOWD:
SHRI LOBO PRABHU:
SHRI P. RAMAMURTI:
SHRI GIRRAJ SARAN SINGH:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government had verified the accuracy of the statistics used by Dr. Hazari in his report on Industrial Licensing; and

(b) if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). A statement is attached.

Statement

Dr. R. K. Hazari has himself said in his Report on 'Industrial Planning and Licensing Policy' that the data used by him suffer from severe limitations. He has added that the data are partial incomplete and in some cases not fully reliable and that they should be taken as rough indicators of magnitudes and not precise amounts. As the working of the industrial licensing system is being enquired into in some detail by the Industrial Licensing Policy Inquiry Committee set up under the Chairmanship of Prof. Thacker, that Committee will no doubt examine whether there is any serious discrepancy in the statistics as cited in the Report.

Afforestation of vacant land in possession of Railways

6132. SHRI GADILINGANA GOWD:
SHRI N. K. SOMANI:
SHRI P. RAMAMURTI:
SHRI PILOO MODY:
SHRI LOBO PRABHU:

Will the Minister of RAILWAYS be pleased to state:

(a) the total length of vacant land in possession of Railways;

(b) whether the Railways have consulted forestry experts and have satisfied themselves that afforestation on such vacant lands will not affect the safe running of trains;

(c) whether there are any areas, which can be given on lease for cultivation; and

(d) if so, whether Government propose to give the lease only to those who will demonstrate improved agricultural practices?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Approximately 90 thousand acres of cultivable land.

(b) Yes, provided while doing afforestation necessary precautions regarding track & signal visibility, minimum distance of plant line from the track and choice of species etc. are taken.

(c) Yes.

(d) No. Part of surplus cultivable land has been handed over to the State Governments for licensing to cultivators. The balance cultivable land is being licensed to the extent possible, by the railways directly, preference being given to adjoining field owners.

Expo. Exhibition in Montreal

6133. SHRI GADILINGANA GOWD:
SHRI N. K. SOMANI:

Will the Minister of COMMERCE be pleased to state:

(a) whether certain personal effects of Mahatma Gandhi were displayed at the Indian Pavillion at EXPO. Exhibition in Montreal;

(b) whether some of the items out of Mahatma Gandhi's personal effects are now reported missing;

(c) if so, the details thereof;

(d) whether any investigation in this regard has been conducted; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) No, Sir.

(c) to (e). Does not arise.

Non-Discriminatory Preferences

6134 SHRI GADILINGANA GOWD:
SHRI PILOO MODY:
SHRI LOBO PRABHU:
SHRI GIRRAJ SARAN SINGH:

Will the Minister of COMMERCE be pleased to state:

(a) the preferences and names of the countries where they are now available to our exports;

(b) their cash value roughly for the last year; and

(c) how Government expect to cover the loss arising from non-discriminatory preferences which she is supporting?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Preferences in customs duties to imports from India are extended by the following:

(i) United Kingdom.
Irish Republic.
Ceylon.
New Zealand.
Canada.
Bahamas.
Barbados.
Bermuda.
Guyana.
Fiji.
British Honduras.
Cyprus.
Gambia.
Hong Kong.
Jamaika.
Leeward Islands.
Malta.
Maritius.
Scychelles.
Seirra Leone.
Trinidad and Tobago.
Windward Islands.

(ii) Australia gives preferences in custom duties for selected products, upto specified value limits in each case, for imports from all developing countries including India.

(b) The latest year for which complete figures of trade are available is 1966-67. During that year, India's products valued roughly at Rs. 150 crores were exported to markets in which those products were eligible for preferences in import duties.

(c) The generalised non-discriminatory preferences that might finally be established could be reasonably expected to confer on India's external trade at least equivalent, if not greater advantage, than the existing preferences.

Manufacture of Drum Sheets

6135. SHRI R. K. BIRLA: Will the Minister of STEEL, MINES AND

METALS be pleased to state:

(a) the annual total requirement of drum sheets in the country;

(b) how much of this is being met by imports and how much by indigenous manufacture; and

(c) the names of the parties in public and private sectors which manufacture these and their annual production targets?

THE MINISTER OF STATE IN THE MINISTRY OF SEEL, MINES AND METALS (SHRI P. C. SETHI): (a) The annual total requirements of sheets for manufacture of barrels and drums is estimated at about 95,000 tonnes.

(b) Out of the above, about 55,000 tonnes is being met from indigenous production and the rest is being met from imports to the extent possible depending on availability of foreign exchange etc.

(c) Sheets (16-20G) are being manufactured at present by Indian Iron and Steel Co. in the private sector and Rourkela Steel Plant in the Public sector. The annual production of the former is estimated at about 24,000 tonnes and of the latter 80,000 tonnes.

Import duty on cables and capacitors

6136. SHRI R. K. BIRLA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that import duty of 27½ per cent is paid on the imports of cables and capacitors;

(b) whether it is also a fact that the indigenous manufacturers have to pry as much as 127½ per cent towards imports and countervailing duties on the import of raw materials required for the manufacture of these items;

(c) if so, the reasons therefor; and

(d) whether it is proposed to put at par the rates of both the import duties?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD SHAFI QURESHI): (a) The import duty on Capacitors falling under item 72(d) and 73(2) of Indian Customs Tariff is 27½ per cent *ad valorem* and 50 per cent *ad valorem* respectively. The import duty on Cables falling under item 72(e) and 73(6) of Indian Customs Tariff is 27½ per cent *ad valorem* plus countervailing duty @ 5 per cent *ad valorem* and 50 per cent *ad valorem* plus countervailing duty .. 15 per cent *ad valorem respectively.*

(b) In the absence of specific raw material items, it is difficult to indicate the rate of duty on the same.

(c) and (d). Do not arise.

Import of Cables and Electric Wires

6137. SHRI R. K. BIRLA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that large quantities of cables and electric wires are being imported from foreign countries;

(b) if so, the quantities of cables and electric wires imported separately along with the value thereof from each country during the years 1965-66, 1966-67 and 1967-68;

(c) the amount of foreign exchange spent on each item referred to in part (b) above during each of the above years; and

(d) the total quantity of these items manufactured in the country during the last five years, year-wise, and the total demand thereof during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir. Only such types of cables and wires which are not manufactured at the time of issue of import licences are allowed for import.

(b) to (d). Statements are laid on the Table of the House. [*Placed in Library. See* No. LT-717/68].

Small Scale Industries

6138. SHRI S. K. TAPURIAH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have made any assessment of the difficulties encountered by the small sacle and medium scale industries in obtaining finance; and

(b) if so, the findings thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. The Standing Committee on Credit Facilities for Small Scale Industries set up by the Ministry of Industrial Development and Company Affairs has constituted a Sub-Committee to assess the needs and difficulties of Small Scale Industrial Units in obtaining finance, both for short-term and long-term purposes. The Sub-Committee has been asked to examine the adequacy of available financial assistance and recommend ways and means to augment the same.

(b) The Report of the Sub-Committee is expected to be submitted shortly and the Government will examine the recommendations and take suitable steps to increase the flow of finance to the Small Scale Sector.

Panipat Woollen and General Mills Company, Kharar

6139. SHRI GEORGE FERNANDES: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Panipat Woollen and General Mills Company, Kharar have failed to pay back the deposits received by them from various individuals;

(b) the amount of deposits held by this firm;

(c) whether Government's attention as been drawn to a private scheme of moratorium on payment of debts worked out by the Company by associating a retired judge of a High Court with the scheme; and

(d) if so, whether any steps are being taken against the firm for breach of directions and reguations concerning acceptance of deposits by non-banking companies?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir.

(b) According to the balance sheet of the company as at 31st March 1967 the company received fixed deposits of Rs. 85,50,425 from the public.

(c) It appears that the company held several meetings of depositors with a view to obtaining their approval to a scheme providing for payment of their deposits together with the interest by instalments. A scheme of arrangement with the depositors of the company has since been submitted to the High Court of Punjab and Haryana in connection with the payment of their deposits. The Company Law Board have received a notice of the Petition and will make suitable submissions to the High Court with a view to safeguarding the interests of the depositors to the extent possible.

(d) The matter is being looked into and a statement will be laid on the Table of the House.

Licences issued before and after Devaluation

6140. SHRI K. N. PANDEY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2839 on the 1st December, 1967 and state:

(a) whether the information asked in respect of industrial licences issued before and after devaluation has since been collected;

(b) if so how they propose to prevent their higher cost of production influencing the older production; and

(c) if reply to part (a) above be in the negative, the reasons for the delay?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir.

(b) It is true that, as a result of devaluation, the rupee cost of imported plant and equipment will be higher, although not to the full extent of dealuation, because there has been some downward adjustment in the effective rates of customs duy. However, the cost of production in respect of new units consists of several items, of which investment on imported plant and machinery is only one. Prices of domestically based materials, wage costs and other cost element do not go up as a result of devaluation. The net effect of devaluation on the cost of production in new units will not really be very significant.

Further, the effects of devaluation have to be considered not in isolation, but in the context of several other changes that have taken place, e.g liberalisation of imports of raw materials, more recently the declining prices of agricultural raw materials and the competitive advantage to Indian production in relation to imports, which become expensive as a result of devaluation. In the total context, therefore, there is no basis for the apprehension that higher costs of production in the newer units would influence the costs and prices in respect of produtcion already established.

(c) Does not arise.

Withdrawal of Station Masters and Assistant Station Masters from N.E.F. Railway

6141. SHRI B. K. DASCHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Station Masters and Assistant Station Masters are being withdrawn systematically from many stations on the North-East Frontier Railway;

(b) whether one senior grade Station Master has been withdrawn from Cooch-Behar Railway Station and thereby normal duties and works have been hampered;

(c) whether the people of Cooch Behar town have sent representation to the General Manager, North-East Frontier Railway to stop such downgrading of Cooch-Behar Station; and

(d) if so, the reaction of Government thereto?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Due to introdutcion of "One Engine Only" system, on certain unimportant branch line stations some posts of Station Masters/Assistant Station Masters have been withdrawn as they were not required with this system of working.

(b) The post of Station Master, Cooch Behar staiton has been downgraded temporarily. Normal working has not been hampered thereby.

(c) Yes.

(d) The representation is under consideration.

Surrender of licences by Companies

6142. SHRI B. K. DASCHOWDHURY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 5415 on the 22nd December, 1967 and state:

(a) whether the information regarding surrender of licences by companies because of increase in the cost of installation of the industry has since been collected;

(b) if so, the details thereof; and

(c) if not, the reasons for the delay?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). As the data is required to be collected from a number of sources, it has not yet been possible to obtain complete information.

Fertilizer Factories

6143. SHRI B. K. DASCHOWDHURY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 3507 on the 8th December, 1967 and state:

(a) whether the information regarding Consortium to be formed by Engineering Companies for setting up fertilizer factories has since been collected;

(b) if so, the name of the agency which has been entrusted with the work of supplying drawings for new type of plant keeping in view the technical development; and

(c) the progress made in this regard so far?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir; a meeting of the leading manufacturers of Engineering Equipment was held in the Central Mechanical Engineering Research Institute, Durgapur in March, 1967; at which they were invited to submit concrete proposals for setting up a Consortium for supply of Urea Plants on a "turn-Key" basis.

(b) and (c). Messrs. Fertilizer Corpoartion of India Ltd., Messrs. Fertilizers and Chemicals (Travancore) Ltd. and Messrs. Engineers (India) Limited, are in a position to supply drawings and designs for fertiliser plants.

Edward Mills, Madras

6144. SHRI GEORGE FERNANDES: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received any complaint about the sale of land belonging to the Edward Mills No. 2 situated at Madras and owned by the Edward Mills of Bombay;

(b) if so, the nature of the complaint and when it was received;

(c) the action taken thereon;

(d) whther any of the matters relating to Edward Mills of Bombay or its transactions in Madras have been the subject of an enquiry by the C.B.I.; and

(e) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The Company Law Board received a copy of a complaint dated 24th May, 1967 from the Rashtriya Mill Mazdoor Sangh, Bombay, addressed to the Minister for Com-

merce in June, 1967. The Sangh alleged that M|s. Edward Textiles Ltd., Bombay, was trying to sell its immovable property located in Madras City for a consideration of Rs. 15 lakhs when the market value of the property was estimated at Rs. 44 lakhs.

(c) Enquiries made revealed that the company received a sum of Rs. 7.5 lakhs in advance from Anaiker Estate Private Ltd. the intending purchased on 15th April, 1967. The company got the necessary resolution passed for the sale of the property under section 293(i) (c) of the Companies Act, 1956, at the general meeting of the company held on 8th June, 1967. The sale for which consideration was 15,00000 was finalised on 28th June, 1967. Some creditor of the company had subsequently moved the High Court, Bombay, with a petition for winding up the company. By its order dated 4th August, 1967, the High Court appointed the Official Liquidator as the Liquidator of the company. The question of ordering investigation into the affairs of the company under the Industries (Development and Regualtion) Act was also considered by the Ministry of Commerce but, in view of the winding up orders passed by the Court, the proposal was abandoned. The Company Law Board have, however, suggested to the Iiquidator to consider action in the matter under the provisions of Sections 531/531A of the Companies Act, 1956 dealing with fradulent transfers of property of companies in liquidation immediately prior to such liquidation.

(d) No, Sir.

(e) Does not arise.

Edward Mills, Bombay

6146. SHRI GEORGE FERNANDES: Will the Minister of COMMERCE be pleased to state:

(a) whether the Maharashtra Government have approached the Central Government regarding the taking over of the Edward Mills of Bombay;

(b) if so, the details thereof;

(c) the approximate value of land and machinery owned by the Edward Mills; and

(d) the outstanding amount due to be paid by the owners of the Mills to its creditors?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) Does not arise.

(c) and (d). According to the Balance Sheet as on 31st December, 1965 of Edward Mills, Bombay, in liquidation under the orders of the High Court, the depreciated value of the fixed assets of the Company and its liabilities were Rs. 3.39 lakhs and Rs. 25 lakhs respectively.

Electrification on Bongaon- Ranaghat section of Eastern Railway

6146 SHRI P. R. THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for not electrifying the railway sections from Bongaon to Ranaghat and from Ranaghat to Gede in Sealdah Division of the Eastern Railway so far, for operation on A.C. traction;

(b) whether it is a fact that electrification of these sections will eliminate the necessity of maintaining a Steam Loco Shed at Ranaghat;

(c) the amount annually spent for the maintenance of the steam Loco Shed at Ranaghat; and

(d) the amount required to be spent per kilomatre for electrifying the line with A. C. traction?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Electrification requires very large investments initially, and is economically justified only on sections carrying very high densities of traffic which cannot be managed with steam traction without additional line capacity works and where the alternative of electric traction is found cheaper than dieselisation. The requirements of existing and anticipated traffic on Bongaon-Ranaghat and Ranaghat Gede sections at the end of 1970-71, and even beyond, can be easily worked with steam traction. Therefore, the electrification of these sections has not been considered justified.

(b) No.

(c) Rs. 8,64,613|- approximately per annum.

(d) Rs. 3.05 lakhs approximately per track kilometre inclusive of power supply arrangements and telecommunication cabling. The total cost inclusive of rolling stock will be of the order of R. 6 crores.

Supreme Court Judgement in appeal by Naranjan Agarwala

6147. SHRI C. K. BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Supreme Court in a judgement delivered on the 7th March, 1968 has allowed with costs the appeal by Naranjan Agarwal and criticised the Railway Administration in resisting his claim of Rs. 14036 07;

(b) whether it has been observed in the judgement that "if the claim had been settled in good time, the Ex-chequer would have been spared not only the costs of litigation but also those to be paid to the appellant"; and

(c) the reasons for not settling the case?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) (a) Yes.

(b) Yes.

(c) The consignments were not packed in accordance with railway rules and were covered by Risk Note "A", which protected the Railway against damage or loss resulting from inadequate packing. Before the administration took a decision, the claimant took the matter to the court. The Railway took certain legal pleas. Those pleas were accepted by the Court of the Subordinate Judge, Eighth Court, Alipur, and by the Calcutta High Court, but were rejected by the Supreme Court. The judgment was delivered on 7th March, 1968.

रेलवे सुरक्षा दल में प्रतिनियुक्ति

6148. **श्री राम सिंह अयरवाल :**
श्री नायनार :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गृह मंत्रालय के अधीन काम करने वाले पुलिस अधिकारियों की रेलवे सुरक्षा दल में प्रतिनियुक्ति कर ली जाती है जिसके परिणामस्वरूप विभागीय कर्मचारियों की पदोन्नति नहीं होती है;

(ख) यदि हां, तो किन कारणों से बाहर के लोगों को प्रतिनियुक्त किया जाता है; और

(ग) गत पांच वर्षों में रेलवे सुरक्षा दल में बाहर के कितने अधिकारियों और कर्मचारियों को प्रतिनियुक्त किया गया है?

रेलवे मंत्री (श्री के० मु० पुनाचा) : (क) और (ख). रेलवे सुरक्षा दल प्रवर अधिकारी भर्ती नियम, 1963 के अनुसार, राजपत्रित संवर्ग में 50 प्रतिशत पदों पर पुलिस/सैनिक अधिकारी रखे जाने अपेक्षित

हैं । राज्य पुलिस के साथ निकट सहयोग बनाये रखने के लिये रेलवे सुरक्षा दल के आसूचना सम्बन्धों में कुछ अराजपत्रित पदों पर पुलिस अधिकारी रखे जाते हैं ।

(ग) राजपत्रित—114
अराजपत्रित—168

Import of Mutton Tallow

6150. SHRI ABDUL GHANI DAR: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that mutton tallow is being imported from foreign countries and if so, the names of the countries;

(b) the quantity of mutton tallow imported during the last five years, year-wise;

(c) the amount of foreign exchange involved during the above period;

(d) whether it is a fact that mutton tallow is available in the country in large quantities; and

(e) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). Yes, Sir. A statement showing the quantity and value of imports mutton tallow from different countries during 1963-64 to 1967-68 (upto Noember' 67) is laid on the Table of the House. [Placed in Library. See No. LT-718/68].

(d) and (e). Precise data about the availability of mutton tallow is not available, but the internal supply is not adequate to meet the entire demand of the country. Hence import is effected to meet the essential demand of the industries.

Study Group on Coal Industry

6151. SHRI N. K. SOMANI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the report of the study group appointed to go into the question of subsidies payable to the Coal Industry has been received;

(b) if so, the steps being taken to implement its recommendations; and

(c) if not, how much more time it is likely to take?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) No, sir.

(b). Does not arise.

(c). According to present indications the report is expected to be received by about the middle of this year.

Abolition of Class IV posts in Asansol Division

6152. SHRI DEVEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about 1,000 posts, mainly Class IV staff, have been abolished in the Asansol Division during the last year; and

(b) if so, the reasons therefor and whether any alternative jobs have been offered to them?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Pathway in Tunnel East of Asansol Railway Junction

6153. SHRI DEVEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a pathway in the tunnel East of Asansol Railway Junction remains frequently submerged in water during the rainy season;

(b) whether it is also a fact that the lighting arrangement in the pathway is insufficient; and

(c) whether Government propose to abolish the arch system and introduce fit slab system with height increased so as to allow easy pass for trucks, etc.?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No; the subway gets flooded for short duration during heavy rains.

(b) No.

(c) The existing subway with a height clearance of 10 ft. can only pass trucks with normal loads. The reconstruction of the bridge to permit unrestricted movement of all sorts of road vehicles is not feasible as it would interfere with the working of a busy railway yard as well as entail extensive alterations to the Municipal drains passing through the subway.

Western Tunnel of Asansol Station

6154. SHRI DEVEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Western tunnel of Asansol Station is a single way with arch system and poor arrangements for light; and

(b) if so, the steps Government propose to take to arrange for a two way system with proper lighting arrangement?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes; but the lighting arrangement inside the pathway is adequate.

(b) Provision of two-way traffic through the bridge No. 529 at the westend of Asansol Station would involve rebuilding of the bridge. Under the extant rules such works of bridge rebuilding to meet the needs of the road users have to be sponsored by the State Government|Road authority concerned together with the acceptance of the cost involved. So far, there is no proposal from the State Government|concerned road authority for the facility referred to.

Buffer Stoke of Cotton Yarn

6155. SHRI RAMACHANDRA VEERAPPA:

SHRI BEDABRATA BARUA:
SHRI R. R. SINGH DEO:
SHRI D. N. DEB:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Chairman of South India Textile Mill-Owners Association has requested Government to raise a buffer stock of 50,000 bales of yarn;

(b) if so, the reaction of Government the eto; and

(c) the steps proposed to be taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) and (c). The matter is still under consideration.

Export of Steel

6156. SHRI D. N. DEB: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the export of steel to U. S. A. is likely to be affected adversely as a result of the anti-dumping investigation now being carried out in that country;

(b) whether the Indian Embassy at Washington has furnished to Government further details of the moves in progress in U. S. A. in the matter; and

(c) if so, the details thereof?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDY) (a) to (c). In view of the facts that we have fixed floor prices for export of steel and that our exports to

U. S. A. have not been large in the past, there is no danger, at present, of our export to U. S. A. being affected by anti-dumping investigations in that country. The Indian Embassy in U. S. A. has confirmed the above position and has reported that they are keeping a careful watch on the situation.

Exports of Decorative Products

6157. SHRI B. N. KUREEL: Will the Minister of COMMERCE be pleased to state:

(a) the quantity and value of decorative art products of E.P.N.S., brass, stainless steel manufactured in U.P. and exported during the years from 1957 to 1967; and

(b) the names of countries to which the said goods were exported?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Export statistics are maintained for Indian products as a whole and not statewise.

The total exports of these products during the period 1957 to 1967 are given in the statement is laid on the Table of the House. [*Placed in Library. See* No. LT-719/68].

(b) Decorative art products, including products manufactured in U.P., are normally exported to U.S.A., Belgium, U.K., Switzerland, West Germany, France, Hong Kong, Malaysia, Canada, Aden, Saudi Arabia, Australia and Netherlands.

Export of Metal Products

6158. SHRI B. N. KUREEL: Will the Minister of COMMERCE be pleased to state:

(a) the names of firms exporting manufactured articles of brass, EPNS, Stainless steel, who were granted licences since the commencement of the Second Plan for the import of metals on the Export-Import promotion scheme in Uttar Pradesh;

(b) the firms who have their own factories or workshops in U.P. for the purpose; and

(c) the firms who are importing metals under above scheme but do not have their own factories or workshops?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). This information is not maintained as State-wise statistics. The time, labour and expense that would be incurred in compiling this information by a series of commodity studies would not be commensurate to the public purpose served.

Late receipt of wagons containing Bananas and Oranges

6159. SHRI BENI SHANKAR SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons containing bananas and oranges booked from Central India to New Delhi station which were received beyond the targeted time during the period from the 1st January, 1968 to 15th March, 1968 and delivered on assessment; and

(b) the estimated loss suffered by the railway administration?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Out of 1083 orange and 1771 banana wagons received at New Delhi from Central India during the period from 1st January, 1968 to 15h March, 1968, 577 wagons arrived at the destination beyond the target transit time but in most cases the target was only slightly exceeded and it was only in respect of 51 orange and 27 banana wagons that delivery had to be arranged on assessment.

(b) Upto the 3rd week of March, 1968, claims for Rs. 5,288 in respect of four wagon loads of bananas had been received by the Railway Administration.

Tata Group of Industries

6160. SHRI B. K. DASCHOWDHURY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number and names of ex-Government officials working with the Tata Group of Industries as contactmen and in other capacities;

(b) whether they sought Government's permission to join the said group;

(c) if so, whether permission was given by Government to those officers; and

(d) if so, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). Only officers who held Class I or All India Services posts before retirement are required to obtain permission of the Government if they seek commercial employment within two years of their retirement. After two years of retirement no such permission is required to be obtained by these officers.

No officers of Class I Service of this Ministry have applied for permission to accept commercial employment in Tata Group of Industries within two years of their retirement.

आगरा छावनी से बाह तक रेलगाड़ी चलाना

6161. श्री शिवचरण लाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 25 वर्ष पूर्व आगरा छावनी और बाह के बीच एक रेल गाड़ी चला करती थी;

(ख) यदि हां, तो उसके बन्द किये जाने के क्या कारण थे ;

(ग) क्या सरकार का विचार वहां लोगों की कठिनाइयों को ध्यान में रखते हुये इस गाड़ी को पुनः चालू करने का है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) और (ख). आगरा छावनी-बाह रेलवे लाइन, जो 7-9-1928 को यातायात के लिये खोली गयी थी, संचालन में अलाभप्रद होने के कारण, जनवरी, 1939 से बन्द कर दी गयी ।

(ग) और (घ). ऐसा प्रतीत नहीं होता कि इस क्षेत्र की जनता को परिवहन के मामले से कोई कठिनाई होती है । इस क्षेत्र में सड़क परिवहन की अच्छी व्यवस्था है। अतः आगरा छावनी-बाह लाइन को फिलहाल फिर से बनाने का सवाल नहीं उठता

Ratnagiri Aluminium Project

6162. SHRI G. S. MISHRA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact while Birlas have been permitted to set up an Aluminium Plant, using foreign technicians and equipment, the Ratnagiri Aluminium Project which was coming up with the West German assistance has been shelved on the ground that indigenous know-how had not been utilised;

(b) if so, the reasons for such differentiation; and

(c) the extent of foreign exchange required by the Birlas and the sources from which it would be acquired?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (c). No, Sir. Neither has the implementation of the Ratnagiri Project been shelved nor have all necessary clearances been given yet for the expansion scheme in respect of aluminium plant of Messrs. Hindusthan Aluminium Corporation of the Birla Group.

It may be stated that M|s. Hindusthan Aluminium Corporation were granted originally a licence in September, 1959 for their first stage of 20,000 tonnes per annum and they were subsequently licensed to expand their capacity to 60,000 tonnes per annum in the year 1963. Foreign collaboration with financial participation by M|s. Kaisers Group of USA and equipment imports were allowed as in the case of other units in the private sector during these stages having regard to the technical know-how and manufacturing capacity available in India at that time. In connection with the expansion of the capacity from 60,000 tonnes to 120,000 tonnes per annum the preliminary application of the Company for a foreign exchange loan of $25 million form EXIM Bank for technical assistance and imports of equipment is being examined to reduce the amount and to ensure maximum use of Indian engineering|consultancy services and indigenous equipment.

In the case of Ratnagiri Aluminium Project in the public sector, a Detailed Project Report was submitted by the West German Consultants in July, 1966. While examining the report and the connected cost estimates, the possibility of considerable reduction in the foreign exchange component was recognised and the technical consultancy arrangements for the project have been reviewed. Further discussions are being held currently to explore the possibility of maximising the use of Indian technical services. Final decision is expected to be taken shortly.

It will be observed from the above that concerted efforts are being consistently made to reduce the foreign exchange component with a view to ensuring maximum utilisation of Indian equipment and services in all aluminimum plants.

Import of newsprint by State Trading Corporation

6163. SHRI K. M. KOUSHIK: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that 1,32,000 tonnes of newsprint is to be imported by the State Trading Corporation during 1968-69;

(b) if so, the price thereof;

(c) whether the entire imports will be made by the State Trading Corporation and then sold to the quota holders; and

(d) if not, whether the quota holders are required to get the newsprint through the registered importing agents?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). S.T.C. will be importing 120,000 M. Tonnes of newsprint during 1968-69. So far agreements have been signed for import of 52.500 Metric Tonnes from USSR at Rs. 1082 per Metric Tonne CIF (Stevedoring to Buyers' Account) plus Rs. 52.50 as the surcharge fo shipment via Cape of Good Hope, and 20,000 Metric Tonnes from Canada at Canadian Dollars 158 per Metric Tonnes CIF.

(c) and (d). About 46,000 Metric Tonnes out of 1,20,000 Metric Tonnes is likely to be imported by the STC which will be sold to quota holders

either by transfer of documents on high seas or from the buffer stocks. The balance quantity will be imported directly by Newspapers themselves. The actual Users i.e. Newspaper establishment are not required to get the newsprint through the Estabilished Importers of Newsprint. However, if some newspapers do not want to import themselves, they can arrange to have it imported through any of the Established Importer of Newsprint after obtaining a letter of authority from C.C.I. & E., New Delhi in favour of the Established Importer of Newsprint.

संसद सदस्यों के लिये वेस्पा स्कूटरों का कोटा

6165. **श्री ओंकार लाल बेरवा :** क्या **औद्योगिक विकास तथा समवाय-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) संसद सदस्यों के लिये निर्धारित फियेट कार तथा वेस्पा स्कूटरों के कोटे में से मार्च, 1967 से आज तक कितने संसद सदस्यों को वेस्पा स्कूटरों के लिये आवेदन पत्र दिये हैं;

(ख) कितने संसद सदस्यों को स्कूटर नियत किये जा चुके हैं ;

(ग) क्या यह सच है कि कुछ संसद सदस्यों को एक महीने के अन्दर स्कूटर का नियतन हो गया था और यदि हां तो इसके क्या कारण हैं और प्राथमिकता के आधार पर स्कूटर मिलने में सामान्यतया कितना समय लगता है; और

(घ) उन संसद सदस्यों को वेस्प स्कूटर दिये जाने के क्या कारण हैं, जिन्होंने उसके लिये छः महीने पहले ही आवेदन पत्र दिये थे ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) 1-3-67 से 28-3-1968 की अवधि में 151 संसद सदस्यों ने केन्द्रीय सरकार के कोटे से वेस्पा स्कूटरों के नियतन के लिए आवेदन पत्र दिये थे ।

(ख) उपर्युक्त अवधि में 143 संसद-सदस्यों को वेस्पा स्कूटर नियत किए गए हैं ।

(ग) केन्द्रीय सरकार के कोटे में से स्कूटरों का नियतन करने की जो कार्यविधि अपनाई जा रही है उसके अनुसार किसी भी ऐसे आवेदक को जिसके पास अपना स्कूटर मौजूद हो, पिछला स्कूटर खरीदे जाने की तारीख से चार वर्ष की अवधि समाप्त हो जाने से पूर्व स्कूटर नया स्कूटर नियत नहीं किया जाता । इस शर्त के अधीन कोई भी संसद सदस्य जो अपने इस्तेमाल के लिए स्कूटर नियत कराने का आवेदन देता है उसको उसका आवेदन पत्र प्राप्त होने पर लगभग तत्काल स्कूटर नियत कर दिया जाता है ?

(घ) उपर्युक्त भाग (क) उल्लिखित अवधि में उन आठ संसद सदस्यों को जिन्होंने वेस्पा स्कूटर के लिए आवेदन दिये थे, निम्न-लिखित कारणों में से किसी न किसी कारण वश उनका नियतन नहीं किया गया है —

1. आवेदक ने चार वर्ष बीतने से पहले स्कूटर खरीदा था;
2. आवेदक अपने परिवार के इस्तेमाल के लिए स्कूटर खरीदना चाहता था;
3. आवेदक ने अपने आवेदन-पत्र में पूरा ब्यौरा नहीं दिया था

Flight of Gold in Europe

6166. **SHRI S. R. DAMANI:** Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware of the reaction the present 'gold rush in Europe' on the UNCTAD delegates; and

(b) if so, the effect it has produced on the UNCTAD proceedings?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The effects of the current international gold crisis are likely to be highly complex and would take some time to work themselves out fully. Its reactions upon UNCTAD delegates are likely to vary as between different countries and would, therefore, not be capable of any single formulation. Its effect on UNCTAD proceedings, while not significant, would likewise not admit of being specified.

उत्तर रेलवे पर डीजल इंजिनों के फायरमैनों का प्रशिक्षण

6167. **श्री शिवकुमार शास्त्री** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि पहले उत्तरी रेलवे प्राधिकारियों ने यह निर्णय किया था कि केवल मैट्रिक पास फायरमैनों को ही डीजल के इंजन चलाने के प्रशिक्षण के लिये भेजा जायेगा;

(ख) क्या यह भी सच है कि इस सम्बन्ध में कुछ व्यक्तियों का इन्टरव्यू किया गया है तथा उनके प्रशिक्षण के बारे में आवश्यक कार्यवाही पूरी कर ली गई है;

(ग) यदि हां, तो क्या कारण है कि मैट्रिक पास फायरमैनों को अभी तक डीजल इंजन चलाने के प्रशिक्षण के लिये नहीं भेजा गया था तथा वह कब तक भेज दिये जायेंगे;

(घ) क्या यह भी सच है कि कुछ मैट्रिक पास फायरमैनों को प्रशिक्षण भी दे दिया गया है परन्तु उन्हें डीजल के कार्य पर अभी तक नहीं लगाया गया; और

(ङ) यदि हां, तो किस समय तक उन्हें डीजल इंजन चलाने के कार्य पर लगाया जायेगा ?

रेलवे मंत्री (श्री चे० मु० पुनचा) : (क) से (ङ). सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायेगी

Cosmetics Factories

6168. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the names and addresses and places of foreign and Indian-owned Cosmetic factories in India with Capital investments;

(b) the names and addresses of Directors, details of foreign collaboration, if any, of each unit;

(c) the names and particulars of products with their quantity and value produced by each unit annually during the last four years;

(d) the amount of profits remitted abroad annually during the above period by foreign owned companies manufacturing cosmetics?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) to (d). Information is being collected and will be laid on the Table of the House.

Cosmetics factories

6169. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the amount of foreign exchange allowed annually during the last four years to each Cosmetics manufacturing unit and particulars of items imported by these units with their specific purpose;

(b) the value of products exported annually by their units with the names of countries during the above period by each unit;

(c) the number of employees, annual Bill; Company-wise, and the number of foreigners employed their monthly salaries and their annual overseas remittances, company-wise; and

(d) the amount of annual profit by the Units manufacturing cosmetics during the last five years, company-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). Information is being collected and will be laid on the Table of the House.

Production of Caffeine

6170. SHRI R. S. VIDYARTHI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Regional Research Laboratory, Jorhat has developed a process to obtain Caffeine which has brisk market abroad, from tea waste;

(b) if so, the action taken by Government to promote this industry so as to earn foreign exchange on its export; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). The information is being collected and will be laid on the Table of the House as early as possible.

Extraction of Oil from Kamala Seed

6171. SHRI R. S. VIDYARTHI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Regional Research Laboratory, Hyderabad has explored a device by which an appreciable percentage of oil with unique composition well suited for the manufacture of perfumery materials and other fine chemicals, can be extracted from Kamala Seed, a forest waste, available in abundance in the forests of Uttar Pradesh and Bihar; and

(b) if so, the action which has been taken by Government to start extraction of oil from Kamala Seed?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (b). Information is being collected and will be laid on the Table of the House.

Option to Railway Employees for Pension

6172. SHRI R. S. VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) the last date of option given to the Railway employees to opt for pension and the number of employees on each Zonal Railway who opted for the same;

(b) the number of employees on each Zonal Railway who have given their option after the last date; and

(c) the action taken on those options?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) statement is laid on the Table of the House. [Placed in Library. *See* LT-No. 720/68].

(b) and (c). Information is being collected from the Railways and a statement will be placed on the Table of the House in due course.

Suits filed under payments of wages act on Northern Railway

6173. SHRI R. S. VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of suits filed under the Payments of Wages Act in each Divisions of the Northern Railway during 1965, 1966 and 1967;

(b) the number of cases decided during he above period;

(c) the cases won and lost by the Railways; and

(d) the action taken against the defaulters?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). The information is given in the statement laid on the Table of the House. [*Placed in Library. See* No. LT1721/68].

(d) The information is being collected and will be laid on the Table of the Sabha.

Duty Hours of Clercks on Northern Railway

6174. SHRI R. S. VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) the difference between the duty hours of clerks working in Works Manager's Office and Shop Clerks on the Northern Railway;

(b) the compensation being awarded to the clerks performing more duty hours; and

(c) if not, the action being taken or under consideration to compensate them?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The working hours of the clerical staff in the Works Managers' offices on the Northern Railway range between 37 hours and 15 minutes and 39 hours and 30 minutes per week, while those of the Shop Clerks in different Workshops on that Railway are the same as in the respective Workshops i.e. 45 or 48 hours per week;

(b) and (c). No compensation on this account is paid to Shop Clerks, as to suit the requirement of the Workshops, the clerks have to work according to the hours of work prescribed for the other staff employed therein.

Machine Tool Industry

6175. SHRI K. M. KOUSHIK: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the total investment in the public sector machine tool industry;

(b) the value of machine tools produced in the public sector in 1967;

(c) the value of machine tools produced in the private sector during 1967; and

(d) whether any machine tools were imported in 1967 and if so, the value thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Investments as on 31st March, 1967 in the following public sector undertakings which are manufacuring machine tools, are as shown below:

Name of the Undertaking	*Investment in Share capital*	*Long term loan*	*Total*
	(*Rs. in lakhs*)		
(1) Hindustan Machine Tools Limited, Bangalore (It also manufactures watches)	1200.00	1206.06	2406.06
(2) Praga Tools Limited, Secunderabad (Andhra Pradesh)	210.54	156.36	366.90
(3) Heavy Machine Tool Plant of Heavy Engineering Corporation Ltd.,			1298.72 (Actual expenditure)

(b) Rs. 1088.01 lakhs.

(c) Rs. 1469.97 lakhs.

(d) Final figures of imports during 1967 are not yet available. However, value of imports during the first eleven months of 1967 was Rs. 3459.54 lakhs.

New Cement Plants

6176. SHRI K. M. KOUSHIK: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the production of cement in the country by the existing units and the units under construction would suffice the needs of the country, and

(b) if so, whether Government propose o stop issuing any licence for the erection of new cement plants?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir. The demand for cement in 1970-71 is estimated at nineteen to twenty million tons and the present rate of production is about 11.5 million tons for 1967-68.

(b) The cement industry has been exempted from the licensing provisions of the Industries (Development and Regulation) Act, 1951 with effect from 13th May, 1966, and it is no longer necessary for anyone to obtain a licence for the setting up of cement factories. The question of stopping the issue of licences for establishing capacity does not arise.

Indiscriminate Imports

6177. SHRI HIMATSINGKA: Will the Minister of COMMERCE be pleased to state:

(a) whether any cases of misuse of foreign exchange by the imports of such materials as are available within the country in sufficient quantities have been brought to the notice of Government;

(b) whether it is a fact that at the Board of Trade's meeting, complaints of indiscriminate imports were made; and

(c) whether Government have examined these cases and if so, the results thereof

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). Instances have, from time to time, been brought to the notice of Government where import of certain items, which are being or could be manufactured in the country, was allowed. Whenever such representations are received, they are considered in consultation with the technical authorities and the import of the item or items concerned is banned if considered necessary from indigenous angle. When specific case was brought up at the Board of Trade meeting held recently, it was investigated fully, and the import of the item in question has been stopped in order to encourage domestic production.

Korba-Koyna Aluminium Complex

6178. SHRI A. S. SAIGAL: Will the Minister of STEEL, MINES AND METALS be pleased to state the total estimated cost of the Korba-Koyna Aluminium Complex when it is completed and in the stage of production of aluminium?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): The total cost of the first phase of the Korba (Madhya Pradesh) Aluminimum Project, *viz.* the alumina plant is estimated at Rs. 33.35 crores (including Rs. 2.05 crores for the township). Precise estimate of the cost of the second phase of the roject, *viz.* the smelter for the production of aluminimum metal, is not at present available as the detailed project report for this part has not yet been prepared.

As regards the Koyna (Maharashtra) Aluminium Project, the technical consultancy arrangements for implement-

ing the project are being reviewed with a view to reducing foreign exchange component of the project and ensuring maximum utilisation of the Indian equipment and services. The cost estimates of the project will be worked out after the technical consultancy arrangements are finalised.

Chairman, Bharat Aluminium Company

6179. SHRI A. S. SAIGAL: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) who has been appointed Chairman of the Bharat Aluminium Company;

(b) what is his previous experience and what business houses he was associated with before his appointment as Chairman;

(c) the remuneration fixed for the Chairman and the duration of his appointment; and

(d) what are the special qualifications which led Government to select him for this post?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETH): (a) Shri Ramarrow Machela has been appointed as part-time Chairman of the Bharat Aluminium Company.

(b) A statement is laid on the Table of the House. (Placed in Library. See No. LT-722 68).

(c) He has been appointed in an honorary capacity for a period of two years with effect from 1st August, 1967.

(d) He was selected because of his vast experience in the industrial field both in the public as well as private sectors.

Burn & Co. Ltd.

6180. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the details of the quota of controlled rationed items raw materials enjoyed by M|s Burn & Co. Ltd., and Indian Standard Wagon Company Ltd. in West Bengal; and

(b) how much of it has been drawn during the last three years, year-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The details of controlled categories of raw materials recommended in respect of M|s. Burn & Co. Ltd., and Indian Standard Wagon Co. Ltd., in West Bengal are as under:

Structural Industry (1965-66 to 1967-68)	Burn & Co.	I. S. W. O.
	1	2
1. (a) Steel	797 tons	53 tons
(b) Cement	89 tons	67 tons
2. Foreign exchange for imported raw material.	Rs. 8,35,610 (The firm surrendered a licence for Rs. 3,19,000.	Rs. 2,67,100
Steel Forgings, Steel Castings (1965-66 to 1967-68)		
Foreign exchange for the import of materials, like nickel, graphite, electrode, sloppers and spares for maintenance etc.	Rs. 3,40,600 (No foreign exchange recommended for 1967-68)	Nil
Cement (1965)	137 tons (Cement since decontrolled)	

	1	2
Twist-Drills (1965-66 to 1967-68)	Rs.	
Foreign exchange for imported raw materials .	30,000	Nil
Refractories, Stone Ware pipes. etc.		
Cement (1965)	641 tons	Nil
Steel (1965-66 to 1967-68)	71·665 tonnes	Nil
Wagon Building Industry (1965-1967)		
Plates	5788	13854
Sheets .	2946	3441
Coal (1965-67)		
(Sanction/Permits issued prior to July 1967) .	115294M. Tonnes	13950M. Tonnes

(b) Information as to how much of this has been drawn will have to be collected by addressing the firms, and if considered necessary, it will be collected and furnished.

हस्तशिल्प की वस्तुओं का निर्यात

6181. **श्री महादेव प्रसाद** : क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछली तीन पंचवर्षीय योजनाओं के दौरान हस्तशिल्प की वस्तुओं के निर्यात के परिणामस्वरूप कितनी विदेशी मुद्रा अर्जित की गई;

(ख) उक्त वस्तुओं के निर्यात के संवर्धन के लिये पिछली तीन पंचवर्षीय योजनाओं के दौरान पृथक-पृथक कितनी राशि व्यय की गई; और

(ग) उक्त वस्तुओं के निर्यात को बढ़ावा देने के लिए सरकार द्वारा क्या कार्यवाही की गई तथा उन वस्तुओं के उत्पादन में लगे हुए व्यक्तियों को क्या सहायता दी गई ?

वाणिज्य मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरैशी) : (क) हस्तशिल्प की वस्तुओं के निर्यात के परिणामस्वरूप अर्जित विदेशी मुद्रा की राशि निम्नोक्त प्रकार है :—

	लाख रु० में	लाख डालर में
पहली पंचवर्षीय योजना	3520.36	741.04
दूसरी पंचवर्षीय योजना	4833.20	1017.39
तीसरी पंचवर्षीय योजना	11803.67	2484.67

(ख) प्रश्न के भाग (ग) के उत्तर से जैसा कि स्पष्ट है, अनेक निर्यात संवर्धन उपाय, जिनमें सहायता योजनाएं शामिल हैं, शुरू किये गये थे। तीनों पंचवर्षीय योजनाओं में प्रत्येक के लिये इन विभिन्न उपायों (जिनमें प्रत्यक्ष तथा अप्रत्यक्ष दोनों प्रकार के व्यय शामिल होंगे) पर व्यय की गई राशियों का संग्रह तथा संकलन उसमें लाने वाले श्रम तथा समय के अनुरूप लाभकर नहीं होगा।

(ग) हस्तशिल्प की वस्तुओं के निर्यात को बढ़ावा देने के लिये भारत सरकार द्वारा अनेक उपाय किये गये हैं। उनमें से अधिक महत्वपूर्ण नीचे दिये जा रहे हैं :—

1. भारत सरकार द्वारा नियुक्त एक हस्तशिल्प निर्यात योजना समिति ने मार्च, 1971 तक समाप्त होने वाली अवधि के लिये हस्तशिल्प की वस्तुओं का निर्यात विकसित करने तथा भारतीय हस्तशिल्प की क्षमता को पूर्णरूपेण उपयोग में लाने के लिये एक सुनियोजित योजना तैयार की है;

2. निर्यात बाजारों में बहुत सी नई मदें भेजी गई हैं। वर्तमान अमरीकी तथा पश्चिम योरोपीय बाजारों में और अधिक निर्यात बढ़ाने के अतिरिक्त नये बाजारों में विशेष कर कनाडा, आस्ट्रेलिया, जापान तथा पूर्वी योरोपीय देशों में प्रवेश हुआ है;

3. हस्तशिल्प निर्यातकों के पंजीकरण की एक योजना शुरू की गई।

4. भारत तथा विदेशों में हस्तशिल्प के प्रचार तथा संवर्धन के लिये अनेक प्रदर्शनियां आयोजित की गई हैं;

5. भारतीय हस्तशिल्प तथा हथकरघा निर्यात निगम लिमि० जो राज्य व्यापार निगम की सहायक संस्था है, नये बाजारों में हस्तशिल्प तथा हथकरघे की वस्तुओं को विकसित करने के लिये विशेष-रुप से संगठित किया गया है। गत कुछ वर्षों में हस्तशिल्प तथा हथकरघा निर्यात निगम ने गैर-सरकारी निर्यात प्रयत्नों की अनुपूर्ति तथा उनका समर्थन किया है इसने न्यूयार्क, मांट्रियल, नैरोबी तथा पेरिस में दूतावास-सह-दर्शन-कक्ष खोल हैं। निगम ने न्यूयार्क विश्व मेले तथा मांट्रियल में, एक्सपो 67 में भारतीय शिल्पों के सही रूप का सफलतापूर्वक प्रदर्शन किया है। निगम ने हेम्बर्ग (पश्चिमी जर्मनी) में एकालीचा संग्रहागार डिपो भी खोला है;

6. विदेशों में भेजे गये प्रतिनिधि मंडलों ने भारतीय हस्तशिल्प की वस्तुओं के लिये बाजारों की खोज की है;

7. हस्तशिल्प तथा हथकरघा निर्यात निगम विदेशों से सम्भावित ग्राहकों को भारत में निर्माण केन्द्रों को देखने के लिये निमन्त्रित कर रहा है;

8. विदेशों में हस्तशिल्प की वस्तुओं पर अनेक बाजार सर्वेक्षण शुरू किये गये हैं;

9. हस्तशिल्प के लिये नये निर्यात अभिमुख डिजाइन विकसित करने तथा नवयुवक शिल्पकारों को प्रशिक्षण देने के लिये देश में अनेक स्थानों पर डिजाइन केन्द्र स्थापित किये गये हैं;

10. विदेशी व्यापार की भारतीय संस्था ने निर्यातकों की भिन्न समस्याओं को पृथक पृथक करने और जानकारी देने हेतु हस्तशिल्प की वस्तुओं के निर्यात पर एक गोष्ठी आयोजित की है; तथा

11. विभिन्न हस्तशिल्प उत्पादों के निर्यात को प्रोत्साहन देने के लिए निर्यात सहायता योजनाएं बनाई गई हैं। 1 जनवरी, 1963 से 5 जून 1966 तक हस्तशिल्प के लिये एक निर्यात संवर्धन योजना चालू थी जिसके अन्तर्गत निर्यातकों को हस्तशिल्प की वस्तुओं के उनके निर्यात पर कुछ कच्चे माल के आयात करने के लिये आयात लाइसेंस दिये जाते थे। अवमूल्यनके पश्चात् यह योजना पुनर्भरण योजना में परिवर्तित कर दी गई है जिसके अन्तर्गत निर्यातकों को उनके निर्यात के आधार पर आयातित कच्चा माल दिया जाता है।

झांसी में रेलवे का बांध

6182. **श्री नाथूराम अहिरवार :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अगस्त,

1967 में पहूज नदी में बाढ़ से झांसी में रेलवे बांध बह गया था;

(ख) यदि हां, तो बाढ़ के कारण बांध को कितनी क्षति हुई;

(ग) क्या यह सच है कि समूचे रेलवे क्षेत्र को यहीं से पानी सप्लाई किया जाता है; और

(घ) गाड़ियों के लिये और रेलवे वर्कशाप के लिये पानी की आवश्यकता पूरी करने और यात्रियों को पीने के पानी की सुविधा उपलब्ध करने के लिये बांध को पुनः बनाने के हेतु क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री चे० मु० एनावा) : (क) और (ख) जी हां। भारी वर्षा के कारण पहूज नदी के गुड़िया बांध का मिट्टी से बना तटबन्ध, पक्के बांध के एक तरफ 220 फुट की लम्बाई में, ऊपरी सिरे से 31 फुट की गहराई तक, टूट गया था।

(ग) जी हां।

(घ) टूटे हुए तटबन्ध की मरम्मत करने और यात्रियों, गाड़ियों, रेल कारखानों आदि को पानी की सप्लाई का वैकल्पिक प्रबन्ध करने के लिए समयोचित और तत्काल कार्रवाई की गयी। माताटीला पानी सप्लाई योजना से अधिक पानी प्राप्त किया गया और कुओं से तथा बांध के नीचे नदी के बहाव से पम्प के जरिये पानी लेने की व्यवस्था की गयी।

खादी तथा ग्राम उद्योग आयोग के अधिकारियों के दौरे

6183. **श्री ला० सुन्दर लाल** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) खादी तथा ग्रामोद्योग आयोग के अधिकारियों द्वारा पिछले दो वर्षों में विमान द्वारा यात्रा पर कितनी राशि व्यय की गई;

(ख) क्या ऐसी यात्रायें आवश्यक थीं अथवा उन्होंने ऐसी यात्रायें केवल इसी कारण से की थीं क्योंकि आयोग द्वारा यह यात्रायें करने का अधिकार दिया गया था: और

(ग) आयोग के उन अधिकारी का नाम क्या है जिसने उक्त अवधि में उन यात्राओं पर अधिकतम राशि व्यय की ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) से (ग) जानकारी एकत्र की जा रही है और सभा पटल पर रख दी जायेगी।

Bassan-Mangalore Railway Line

6184. SHRI MEETHA LAL MEENA:
SHRI N. SHIVAPPA:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4481 on the 19th March, 1968 regarding Hassan-Mangalore railway line and state:

(a) whether the contract for the construction of the tunnels in question has since been given; and

(b) if so, the details as regards the contractors and the amount which is likely to be spent on the construction?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Contracts for 9 out of 40 tunnels have been awarded. Tenders have been called for construction of 15 more tunnels and are scheduled to be opened on 3rd April, 1968. Tenders for the remaining will be invited in due course.

(b) The names of the contractors and the approximate value of the contracts so far awarded are as follows:

	(Rs. Lakhs.)
M/s. V. L. Roche & Brothers, Bombay . . .	33·25
Mr. M. P. Moothadath, Shoranur . . .	26·00
Mr .Ittan Thomas, Kerala .	23·60
M/s. Jagjit Singh & Co., Waltair	41·00

Service Regulations in M.M.T.C.

6185. SHRI D. R. PARMAR:
SHRI R. K. AMIN:

Will the Minister of COMMERCE be pleased to state:

(a) whether the Central Government Service Rules are applicable to the employees working in the Minerals and Metals Trading Corporation;

(b) if so, whether the Rules regarding Pension, Gratuity and Provident Fund in respect of Central Government employees are also applicable to the employees of M.M.T.C.;

(c) if not, the reasons therefor,

(d) whether Government have received any representation in this regard; and

(e) if so, the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) All the Central Government's service rules are not applicable to the Minerals and Metals Trading Corporation which has its own service regulations. The service regulations of the Corporation are by and large based on the Fundamental rules and Supplementary rules of the Government.

(b) and (c). Rules regarding pension, D.C.R. Gratuity and General Provident Fund as applicable to Central Government's employees are not applied to the employees of the M.M.T.C. The Corporation, being a trading organisation, is covered by the provisions of Employees' Provident Fund Act, 1952 and it has its own Provident Fund Scheme. In addition, the Corporation has also introduced death-*cum*-retirement gratuity scheme with effect from 1-4-1967. This scheme is based on the model scheme of the Government of India.

(d) No, Sir.

(e) Does not arise.

Export of Diamonds to Antwerp

6186. SHRI MADHU LIMAYE:
SHRI M. L. SONDHI:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government's attention has been drawn to the news-item appearing in the 'Indian Express' of the 19th March, 1968 about the agitation in Antwerp against the imports of Indian diamonds;

(b) whether these imports have increased substantially during the last 3 years;

(c) whether the Government of Belgium are contemplating any restrictive action; and

(d) if so, the action proposed to be taken by Government to protect the interests of Indian exporters of diamonds in the Antwerp market?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Yes, Sir.

(c) We are not aware of any restrictive action proposed to be taken by the Belgian Government.

(d) Does not arise.

Additional train between Sadulpur and Hanumangarh Stations

6187. SHRI P. L. BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is much rush between Sadulpur and Hanumangarh Stations for train No. 236 starting from Hanumangarh and train No. 235 from Jaipur and that many passengers cannot board the train even after purchasing the tickets; and

(b) if so, the reasons for not introducing another train on this route?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

Delay in Transit of Banana and Orange Wagons

6188. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news item appearing in Hindustan Times of the 14th March, 1968 about the delay in transit of banana and oranges wagons from Central India to Delhi resulting a loss of about Rs. one lakh per day;

(b) whether any representation from Delhi Fruit and vegetable Merchants has been received in this connection; and

(c) if so, the action taken in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) Yes.

(c) Arrangements have been made for expeditious movement of banana and orange wagons from Central India to Delhi.

Railway Accidents

6189. SHRI K. N. PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents during the year 1967 and upto March 1968, zone-wise;

(b) if so, the number of derailments and collisions in each case; and

(c) the steps so far taken by Government to check such accidents?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) (a) and (b). The information in regard to train accidents is available only upto the month of February, 1968. A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-723/68).

(c) Inquiries are held inot all railway accidents and necessary steps are taken to prevent recurrence of similar accidents. As inquiries held into railway accidents reveal that failure of railway staff is the largest single factor responsible for causing accidents, a four-pronged safety drive, educative psychological, punitive and technological has been launched to arouse the safety consciousness of the staff and to prevent accidents.

Mines in Orissa, U.P. and Madhya Pradesh

6190. SHRI K. N. PANDEY: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the number of coal, iron, copper, mica and sulphur mines in Orissa, U.P. and Madhya Pradesh; and

(b) the number of productive and unproductive mines amongst them?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a)

and (b) The information being collected and will be placed on the Table of the House.

Orders for Export of Hosiery Goods

6191. SHRI K. N. PANDEY: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the orders for export of hosiery goods have recently been suspended; and

(b) if so, the steps taken by Government to help the hosiery manufacturers to overcome this difficulty?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Government are not aware of any suspension of orders for export of hosiery goods.

(b) Does not arise.

Violation of regulations of Export-Import Licences

6192. SHRI B. K. DASCHOWDHURY: Will the Minister of COMMERCE be pleased to state:

(a) the particulars of cases in which action was taken against the individuals or firms for violation of regulations for import and export licences during 1967-68;

(b) the number of prosecution cases launched during the above period; and

(c) the details of the cases which ended in convictions during the above period for violation of terms and conditions of the income-export licences?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Action was taken in respect of 136 cases for violation of Import-Export Trade Control Regulations during 1967-68 as given in the Statement (Statement I) laid on the Table of the House. [*Placed in Library. See* No. LT-734/68].

(b) 59 cases (upto February, 1968).

(c) 10 cases ended in convictions as per details given in the Statement (Statement II) laid on the Table of the House. [*Placed in Library. See* No. LT-724/68].

राज्य व्यापार निगम द्वारा व्यापार करार

6193. **श्री नाथूराम अहिरवार** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) 1967-68 में राज्य व्यापार निगम द्वारा किन-किन देशों के साथ व्यापार करार किये गये ;

(ख) इन करारों के अन्तर्गत क्या-क्या वस्तुएं आयात तथा निर्यात की जायेगी तथा कितनी-कितनी मात्रा में; और

(ग) उक्त करारों की शर्तों का ब्यौरा क्या है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरैशी) : (क) कोई नहीं श्रीमान ।

(ख) तथा (ग). प्रश्न नहीं उठते ।

Attaching of sleeper coach to Nil Giri and Tuticorin Expresses from Salem

6194. SHRI JAGANNATH RAO JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to attach a sleeper coach to Nigiri Express and another to Tuticorin Express from Salem;

(b) if so, from what date; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SRI C. M. POONACHA): (a) to (c). It is proposed to replace the existing third class sectional coach running between Salem and Madras Central by

Nilgiri Express by a III class sleeper coach when more sleeper coaches are built and become available.

There is no proposal to run a sleeper coach from Salem for attaching it to Tuticorin Express. At present one composite I and III class through coach is running between Salem and Madras Egmore by 813 Dn. Salem-Variddhachalam Passenger|104 Up Tuticorin-Madras Express and 103 Dn. Madras-Tuticorin Express|814 Up Vriddhachalam-Salem Passenger. This type of coach provides only sitting accommodation in the third class portion. Replacement of this composite coach by a third class sleeper coach is not desirable as the first class traffic will then be left uncared for.

No room is available on any of these Express trains for attaching an extra coach as a regular measure.

Confirmation of Class III Drawing Staff of N.E. Railway

6195. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are cases of Class III Drawing Staff of North Eastern Railway not having been confirmed so far although they have put in 10 to 15 years of Service; and

(b) if so, the reasons therefor and the steps taken to remove this anomaly?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) In most of the cases, the posts have been created for handling works which are of temporary nature and as such they have to be continued as temporary.

Leave Reserve Strength of Drawing Staff on Railways

6196. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether as per extant rules, 10 per cent leave reserve posts of the permament strength of staff, are provided to all the categories of Railways;

(b) whether it is a fact that this provision is not made to the category of drawing staff on the North Eastern and some other Railways; and

(c) if so, the reasons therefor and the steps taken to remove this anomaly?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No, Sir. The leave reserve for various categories of staff is to be provided on varying percentages.

(b) Except on the North-Eastern Railway and two offices on the Northern Railway, leave reserve has been provided in the category of Drawing staff.

(c) This is because of fixation of the cadre on actual job analysis. There is no anomaly in this process.

Selection of Draftsman on Northern Railway

6197. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a selection for the posts of Draftsman grade Rs. 260-350|335-485 A. S. was held on the Northern Railway in April, 1961 and 48 candidates were called for the same;

(b) whether a panel of 9 successful candidates was announced and later on one more was added;

(c) whether a second selection to empanel four persons in the same grade was held in November, 1962 and 16 eligible candidates were called for the same;

(d) whether three juniors who could not be called for the second selection were added to the panel of first selection after the lapse of 17 months after part interviews for the second selection were also over;

(e) whether one more name was added to the first panel after the lapse of 5 years and the total number on panel now stands 14, which is against the rules; and

(f) the action taken on the representations of staff against the above irregularities?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) and (e). A provisional panel of 9 names was announced in July 1961, pending consideration of the absentees who did not appear at the selection. After the absentees were also considered, a panel of 12 was finally announced in November, 1962. One of the employees had taken the question of his seniority to Court. When the question of seniority was finally decided in his favour, his name had to be interpolated in the panel on account of his seniority and the fact that he had qualified in selection. Thus, the number of persons in the panel rose to 13 due to abnormal circumstances.

(c) Yes.

(d) No.

(f) There has been no irregularity and the representationists were replied accordingly.

रेलवे कर्मचारियों को सुविधायें

6198. **श्री चन्द्रशेखर सिंह** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे कर्मचारियों को केन्द्रीय सरकार के कर्मचारियों के समान समझा जाता है;

(ख) क्या उनको भी आवास, डाक्टरी उपचार आदि की सुविधाएं दी जाती है जो कि केन्द्रीय सरकार के कर्मचारियों को उपलब्ध है;

(ग) यदि नहीं, तो इसके क्या कारण है ? और

(घ) इस विषमता को दूर करने के लिये सरकार क्या कार्यवाही करना चाहती है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) से (घ). वेतन आयोग की सिफारिशों को कार्यान्वित किये जा के फलस्वरूप वेतनमान और सेवा की अन्य शर्तें सामान्यत: वे ही हैं जो केन्द्रीय सरकार के अन्य कर्मचारियों के लिए है ।

रेलवे कर्मचारी भी चिकित्सा-सुविधाओं और सरकारी निवास के पात्र हैं, लेकिन इस सम्बन्ध में कुछ भिन्नता है क्योंकि उनका निर्धारण रेल संचालन की शर्तों को ध्यान में रखकर किया गया है ।

Manufacture of Machine Tools

6200. SHRI S. R. DAMANI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the machine tools industry in India is faced with problems of marketing;

(b) if so, whether Government propose to undertake a census of machine tools indigenously produced;

(c) whether any survey of actual requirements of machine tools in the country has been made; and

(d) the steps which Government propose to take to ban the import of tools that are manufactured in the country?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Due to industrial recession, there was of late, been a steep fall in the demand for machine tools. As a result, manufacturers of machine tools in the country have been carrying sizeable stocks

(b) and (c). For the fixation of targets of production in the various Five Year plans, assessments were made of the likely requirements of machine tools during each plan period. It has been considered that these estimates were not realistic. With a view to carry out a more accurate survey it is proposed as a first step, to undertake a census of machine tools installed in the country, both indigenous and imported.

(d) According to the present policy, import of machine tools of the types manufactured in the country is banned. The banning of specific items of machine tools in the Import policy is done with reference to the manufacturing programme of indigenous units.

Export of Cement

6201. SHRI S. R. DAMANI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that cement exports will hereafter be organised by the State Trading Corporation;

(b) if so, the reasons therefor; and

(c) whether Government propose to give subsidy to cover any gap between f.o.b. cost and realisation?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The procurement price of Indian cement is higer than the f.o.b. realisation. There has been practically no export of cement during 1966 and 1967. Since S.T.C. had gained considerable experience in the past in regard to export of cement, they have been entrusted with the task of organising export of cement.

(c) The gap, if any, is proposed to be covered by Government upto 25 per cent of the f.o.b. value of exports.

Export of Chillies

6202. SHRI K. SURYANARAYANA: Will the Minister of COMMERCE be pleased to refer to the reply given to Starred Question No. 300 on the 27th February, 1968 and state;

(a) whether Government have received reports from the Trade representatives in foreign countries for stepping up the exports of Chillies;

(b) whether it is a fact that acute distress conditions are prevailing among the growers of Chillies specially in Andhra Pradesh due to the fall in prices and demand within the country; and

(c) if so, the action taken or proposed to be taken by Government in the mater?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The Government have received reports about hardships to growers of Andhra Pradesh due to accumulated stocks of chillies in the market at the end of the last season and anticipated bulk production during the current year.

(c) A number of measures are under consideration of the Government:

(i) The Government of Andhra Pradesh is being requested to authorise their local board of the Food Corporation to buy a sizeable quantity of chillies.

(ii) The possibility of creating a buffer stock of chillies for export is being examined.

(iii) A proposal to set up a separate Committee to look into matters relating to credit, marketing and transport requirements of growers of chillies is under consideration.

(iv) The possibilities of stepping up exports of chillies to non-traditional markets are being examined.

Railway Reservation Office, Connaught Place, New Delhi

6203. SHRI C. K. BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the telephone line of the Northern Railway Reservation Officer, Connaught Place, New Delhi has been disconnected for non-payment of trunk call bill; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes. Telephone number 48063 of Chief Reservation Supervisor was disconnected by the P&T authorities.

(b) The bill was not received by the Northern Railway prior to disconnection though it is claimed by the P&T Department that they had despatched the bill. No telephonic intimation was received either by the Chief Reservation Supervisor or by the paying officer of the Northern Railway, although the P&T Department again claims that they had intimated someone on telephone number 48063. The matter was investigated immediately on disconnection by the Northern Railway and arrangements were made for making payment of the bill. The telephone has since been restored.

Accidents between Vidya-Pathnagar and Mohiudinnagar Stations

6204. SHRI K. N. PANDEY:
SHRI SHIVA CHANDRA JHA:
SHRI BHOGENDRA JHA:

Will the Minister of RAIWAYS be pleased to state:

(a) whether any enquiry has been held into train accident between Vidyapatinagar and Mohiudinnagar in Chhapra district of Bihar on the 14th March, 1968;

(b) if so, the findings thereof; and

(c) whether any compensation has been paid to the injured?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) According to the provisional finding of the Additional Commissioner of Railway Safety Calcutta, the accident was caused by a deliberate act of sabotage by some person or persons unknown who tampered with the track.

(c) No.

CORRECTION OF ANSWER TO UNSTARRED QUESTION NO. 2815, DATED 5TH MARCH, 1968 RE: ENGINEERING DEPARTMENT OF SOUTH CENTRAL RAILWAY

THE MINISTER OF RAILWAYS (SHIR C. M. POONACHA): In reply to part (a) following information was given:

	Scheduled Castes	Scheduled Tribes
Class I .	1	1
Class II		..
Class III . .	205	32

The correct position is as follows:

	Scheduled Castes	Scheduled Tribes
Class I . .	1	
Class II .		..
Class III . .	205	32

12.21 HRS.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

ASSENT TO PUNJAB APPROPRIATION BILLS BY GOVERNOR OF PUNJAB

SHRI HEM BARUA (Mangaldai): I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

> "The unconstitutional action of the Governor of Punjab in giving his assent on a copy of the Punjab Appropriation Bill which had not been duly presented to him through the Speaker or Deputy Speaker of the Punjab Assembly.".

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN): Sir, according to the information received from the Governor of Punjab, two bills, namely, the Punjab Appropriation Bill 1968 and Punjab Appropriation (No. 2) Bill, 1968 were assented to by him on 22nd March 1968 after they had been passed by both the Houses of the Legislature and had been certified to that effect and also under article 199 (4) of the Constitution, by the Deputy Speaker. However, two spare copies of one of the Bills which had not been signed by the Deputy Speaker were inadvertently put up to the Governor for signature and were accordingly signed by him. Those signatures were later on crossed by Secretary to the Governor who had also initialled on the cuttings. One such copy is with the Legal Remembrancer, Punjab, and the other is missing. The State Government are making inquiries regarding the missing copy.

SHRI HEM BARUA: Although I do not approve of the conduct of the Punjab Speaker and the ladder democracy perpetrated in the Assembly as also the free exchange of blows amongst those legislators as a result of which turbans started flying, may I know whether the Governor of Punjab has not violated the Constitution and has not acted in a partisan and arbitary role when he signed a document in relation to the Appropriation Bill which is a money Bill without the signature affixed to that document either of the Speaker or of the Deputy Speaker? The hon. Minister has said in his statement that one of the copies is missing. But may I say that we have a photostat copy of that missing document? And here it is before me. There you do not find the signature of the Deputy Speaker, although whether he is authorised to sign it or not is also debatable but we find the signature of the Governor all right; in anticipation, the date is also overwritten. I may place it on the Table of the House, if you allow it.

SHRI NATH PAI (Rajapur): Yes, he may place it.

SHRI THIRUMALA RAO (Kakinada): The genuineness of the document must be proved first. He cannot put something o nthe Table of the House as being genuine.

SHRI HEM BARUA: In view of this unconstitutional behaviour of the Governor who has been appointed by the Central Government, may I know whether the Government are going to dismiss him?

SHRI ATAL BIHARI VAJPAYEE (Balrampur): Call him back.

SHRI Y. B. CHAVAN: First of all, there is no question of this Government dismissing the Governor because it is not true that he is acting in an unconstitutional manner.

SHRI NATH PAI: The Chandigarh High Court will decide it.

SHRI Y. B. CHAVAN: We are not the body to decide constitutional issues taking one view or the other of the Constitution . . . .

SHRI NATH PAI: The matter is pending before the Chandigarh High Court and let them decide it.

SHRI Y. B. CHAVAN: Even on that matter, I am giving my views; he may or may not accept them. I am giving my view about it. I am only reporting the facts as they were reported to me by the Governor and from the facts it is clear that he did sign a document which was certified by the Deputy-Speaker . . .

SHRI RANGA (Srikakulam): Where is it now?

SHRI Y. B. CHAVAN: But at the same time he inadvertently signed two copies . . . .

DR. KARNI SINGH (Bikaner): Why should he sign blank copies?

SHRI HEM BARUA: Why did he sign a blank copy? That means that he is in league with the Chief Minister there.

SHRI Y. B. CHAVAN: He has reported factually what has happened. I leave it to hon. Members to draw their own inferences about it. But these are the facts that he has stated. He has said that he signed those two copies inadvertently one of which is still with the Legal Remembrancer and the other is missing. Possibly the hon. Member has succeeded in getting a photostat copy of that missing copy.

SHRI HEM BARUA: The Home Minister should not try to defend a case that is indefensible.

MR. SPEAKER: The Home Minister has plainly said that he is only giving the facts which have been supplied to him by the Governor and he has never said that he is defending anyone.

SHRI J. B. KRIPALANI (Guna): But facts may be stated in such a way that it turns out to be a defence.

SHRIMATI NIRLEP KAUR (Sangrur): I would have been very happy if I had more time to narrate the facts in regard to what actually happened in Punjab.

AN HON. MEMBER: Let her take her own time.

SHRIMATI NIRLEP KAUR: I am not inclined to agree with the statement which the Home Minister has made just now. But since it is a calling-attention notice I feel that I can only ask questions.

MR. SPEAKER: Let her ask questions only.

SHRIMATI NIRLEP KAUR: The Home Minister has stated that the second copy is missing. The Governor had signed two copies. First of all, when the copies are presented to him with the signature of the Deputy Speaker, only three copies are required to be signed by him. But the Deputy Speaker signed four copies. I would like to know what the fourth copy was for? And for whom that fourth copy was there? Four copies were sent to the Governor, and he signed two extra copies. So, it comes to six copies in all. Out of these six copies, the Home Minister has stated one copy is missing. I would like to tell the Home Minister that the sixth copy which is missing has been obtained by the Opposition and we are in possession of it, and everybody in the Opposition is in possession of a photostat copy of that copy. The fact that we have got that copy may be put down as being due to the incompetence or negligence of the officers.

This type of negligence has occurred before here also; in Pandit Nehru's time, when Mr. Mathai was there, copies were obtained from there also. But no action was taken against those officers.

On the one side we find that the Home Minister is defending the Governor who had acted in such a negli-

gent way; on the other side, those poor officers who have acted in a negligent way are being punished there and action is being taken against them there and they are being harassed by the Chief Minister over there. Have we got different laws for different people in this country? . . . .

SHRI PILOO MODY: (Godhra): Of course.

SHRIMATI NIRLEP KAUR: Then, the Home Minister says that the Governor signed it very innocently and inadvertently. I feel that we are not safe in the hands of such a Governor. Today, he has signed two copies and we are a border State and I do not know what next he is going to do innocently over there. Therefore, I would request that let us have some other Governor who is more responsible and who knows his job well.

DR. KARNI SINGH: We learnt the lesson in Rajasthan.

SHRI HANUMANTHAIYA (Bangalore): I rise to a point of order. . . .

DR. KARNI SINGH: Let the lady have the answer to her question. The hon. Member should have some chivalry because be comes from Mysore.

SHRI Y. B. CHAVAN: The hon. lady Member seems to know more about it than I do.

SHRI J. B. KRIPALANI: Naturally.

SHRI PILOO MODY: Everybody knows more than he.

SHRI Y. B. CHAVAN: In such matters, yes. As regards taking away official documents from the legitimate possession of people, I think he knows more about it.

SHRI NATH PAI: This was to prove the hon. Minister's guilt only.

SHRI Y. B. CHAVAN: I quite concede that point: I am not sorry for it.

SHRI HEM BARUA: As regards the allegation made by the Home Minister, I would only point out that this was taken out only in order to prove the guilt of the Home Minister and his cohorts.

SHRI Y. B. CHAVAN: He can take pride in such matters; he can do that. I do not want to justify that. My information is this. I am only giving the facts as they have been reported to me, and the facts are as follows. The word 'inadvertently' is not my word; it has been reported that this was what had happened there. I can only report the facts. I do not want to express an opinion.

श्री अटल बिहारी वाजपेयी : आपकी राय क्या है ? राय तो बताइए कि क्या जो कुछ हुआ है ठीक हुआ है ?

SHRI HANUMANTHAIYA: On a point of order. This is a constitutional point and I would beg of the House to hear me patiently for a couple of minutes.

According to my interpretation, this very question is out of order here. I plead on the basis of the constitutional provision. It is ultimately open to you to accept it or not, but I bring it to your notice.

Art. 168 says:

> "For every State there shall be a Legislature which shall consist of the Governor."

Therefore, the legislature passing a financial measure and the Governor affixing his signature thereto is a legislative function, because the Governor forms part of the legislature.

Again art. 212 (1) says:

> "The validity of any proceedings in the Legislature of a State shall not be called in question on the ground of any alleged irregularity of procedure."

[Shri Hanumanthaiya]

The framers of the Constitution incorporated this article to ensure freedom from interference for the legislatures. We never intended that every contingency imaginable could be covered by any article. But here the intention is definite that no irregularity could be questioned by a court of law, that is to say, they wanted to leave the proceedings of the legislature free from any interference. Therefore, now for Parliament to sit in judgment over an irregularity of procedure, whether in relation to the Governor or a Legislture is something open to question. I think it would be outside the authority vested by the Constitution for us . . . (*Interruption*) My hon. friend Shri J. B. Kripalani can some restraint and keep silent for some time.

I readily grant that in the article the words 'in any court or Parliament' are not used. But I would appeal to you to look into the spirit of the provision. Some of us, including Prof. Ranga were in the Constituent Assembly. It is not from a partisan point of view that I argue. I hardly take up any partisan attitude on matters of constitutional properiety.

SHRI SURENDRANATH DWIVEDY (Kendrapara): Although he is Deputy Leader of the Party in power.

SHRI HANUMANTHAIYA: Art. 212 protects the proceedings of the legislatures, from interference, be it from court or be it from anyone else. This call attention notice which goes into the intricacies of this signature touches on the procedural question. I think we have to exercise self-restraint and not violate the spirit of the Constitution as embodied in art. 212.

श्री मधु लिमये (मुंगेर) : मैं इसका जवाब देना चाहता हूं और मुझे एक और प्वाइंट आफ आर्डर उठाना है।

MR. SPEAKER: The point of order is addressed to me for answer. This is a serious point. But we have been discussing about the Bengal Governor, the Bihar Governor and it is a general thing, not only about the provisions of the Constitution.

SHRI KANWAR LAL GUPTA (Delhi Sadar): He has been criticising the Punjab Speaker himself.

MR. SPEAKER: He has raised a relevant constitutional point. But the point in the call attention is not about the legislature at all. The Governor is competent to sign. He has to sign. That is not questioned. But here the point is that signing of 'blank' copies is not a legislative function. The call attention pertains to something else than the legislative function and all that.

श्री मधु लिमये : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। इसके ऊपर नहीं, मेरा स्वतन्त्र है।

MR. SPEAKER: You may put the question,

श्री मधु लिमये : प्रश्न मैं बाद में पूछूंगा। पहले प्वाइंट आफ आर्डर है गृह मन्त्री के जवाब के बारे में और उस का सम्बन्ध हनुमन्तैया जी ने जो उठाया उससे भी है।

MR. SPEAKER: I have given my ruling,

श्री मधु लिमये : मैं आप के फैसले को चुनौती नहीं दे रहा हूं। आप गृह मन्त्री जी के उत्तर की ओर कृपा कर के ध्यान दीजिए। उसमें इन्होंने कहा है :

2 Bills were assented to by him on 22nd March, 1968 after they had been passed by both the Houses of Legislature and had been certified as money Bill and also under Art 194 of the Constitution by the Deputy Speaker.

अब किसी भी प्रश्न के उत्तर को मन्त्री महोदय को असत्य भाषण को फैलाने के लिए इस्तेमाल नहीं करना चाहिए । जिसके बारे में कोई विवाद ही नहीं हो सकता है इस तरह का असत्य भाषण इन को नहीं करना चाहिए । मैं आपका ध्यान 199 (4) की ओर खींचना चाहता हूं जिस को उन्होंने खुद उद्धृत किया है । वह इस प्रकार है :

199 (4). There shall be endorsed on every Money Bill when it is transmitted to the Legislative Council under Article 198, and when it is presented to the Governor for assent under Article 200, the certificate of the Speaker of the Legislative Assembly signed by him that it is a Money Bill.

यह संविधान की धारा है, इन्होंने आगे कहा है

And also under Art. 199 of the Constitution by the Deputy Speaker.

अध्यक्ष महोदय, डिप्टी स्पीकर का इसमें नाम तक नहीं है । मैं आपका ध्यान संविधान की धारा 180 की ओर अब दिलाना चाहता हूं कि क्या स्पीकर की जगह डिप्टी स्पीकर यह कर सकता है, शायद यह उनके मन में है, तो 180(1) आप देखिए :

180 (1). While the office of Speaker is vacant the duties of the office shall be performed by the Deputy Speaker or if the office of Deputy Speaker is also vacant, by such member of the Assembly as the Governor may appoint for the purpose.

क्या पंजाब में स्पीकर का आफिस रिक्त है, वैकंट है ? कोई इस सदन में ऐसा सदस्य है जो कह सकता है कि पंजाब में अध्यक्ष की जगह रिक्त है । तो स्पीकर साहब भी अपनी जगह पर मौजूद हैं और संविधान की धारा 199(4) में यह अधिकार स्पीकर को दिया गया है । अध्यक्ष महोदय, इन्होंने कहा है कि मैं तथ्य बयान कर रहा हूं । यह तथ्य बयान नहीं कर रहे हैं, यह अपनी राय दे रहे हैं और यह इन्होंने अपनी राय दी है कि डिप्टी स्पीकर ने 199(4) के तहत अपनी स्वीकृति दी है । यह राय है, यह तथ्य नहीं है । इसलिए मुझे सख्त ऐतराज है । गृह मन्त्री जी के जवाब में यह संविधान के खिलाफ जो चीज है इस को आप काट दीजिए । उस के बाद मैं सवाल पूछूंगा ।

SHRI Y. B. CHAVAN: You have raised the point of fact. I am only telling the hon. Member that this is not my opinion. I say this because this is what exactly I have got, a copy of how the certificate was given. The Deputy-Speaker himself has said, 'I certify under Article so and so. I am merely stating facts. I am not giving any opinion.

SHRI RANGA: Sir, it is the duty of the Home Minister to ascertain whether it is according to the Constitution or not. May I know, should he not examine whether it is in conformity with the Constitution or not-

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मुझे एक निवेदन करना है । कोई काल अटेंशन दिया जाता है तो क्या गृह मन्त्री का काम खाली पोस्ट आफिस का है ? गवर्नर जो लिख कर देता है वह पढ़ कर सुनाना है ?

SOME HON. MEMBERS *rose*—

MR. SPEAKER: Will the hon. Members kindly sit down? I am on my legs. I am not giving any ruling. All I would like to say is that off-

[Mr. Speaker]

hand I cannot decide this as a side issue. It is a major issue, whether the Deputy Speaker could sign when the Speaker is still there. I think somewhere probably in the courts of law . . . .

श्री मधु लिमये : मैंने इस पर आपकी रूलिंग नहीं मांगी है, मैंने कहा है कि तथ्य देने के नाम पर इन्होंने अपनी राय दी है।

MR. SPEAKER: I do not want to express any opinion off-hand on an important legal issue like this which may be fought perhaps in the High Court and in the Supreme Court, and for me to give off-hand a ruling whether it is legal or not, is not proper. I do not think this should come as a side issue. This is a major issue. I am not giving any ruling on this issue. I would now request Mr. Madhu Limaye to ask his question. Whether he should sign or not—on that I am not going to say anything now.

SHRI RANGA: It is a very difficult question.

MR. SPEAKER: Yes, it is very difficult.

SHRI ATAL BIHARI VAJPAYEE: ...made more difficult by the Government now.

श्री मधु लिमये : अध्यक्ष महोदय, इसके बारे में हम लोग बड़ी दुविधा में हैं। अखबारों में खबरें आती हैं कि जब कभी इस तरह की बात होती है तो गवर्नर केन्द्र सरकार से और विशेषतः गृह मन्त्रालय से सलाह मशविरा करता है, कानून मन्त्रालय से बात होती है, लेकिन जब हम यहां सवाल पूछते हैं तो चव्हाण साहब कहते हैं कि मुझे कुछ मालूम नहीं है, गवर्नर ने अपनी जिम्मेदारी पर काम किया है, हमेशा इन का यही जवाब होता है। जरा ईमानदारी से, इस लोक-सभा को विश्वास में लेना कोई बुरी बात नहीं है, सभी जानते हैं कि आपसे और कानून मन्त्रालय से सलाह मशविरा होता है। मैं जानना चाहता हूं कि क्या आर्डिनेन्स जारी करने से पहले यानी वित्तीय कार्य को समय पर पूरा करने के लिये विधान सभा की जो स्थगित बैठक थी, उसको उपाध्यक्ष की सदारत में चालू करा कर उसमें जो दो बिल पास किये गये थे और जिन पर हस्ताक्षर किये गये थे—चार बिलों पर किये गये थे, दो पर डिप्टी स्पीकर के हस्ताक्षर नहीं थे—क्या इन सभी चीजों को करने से पहले गवर्नर ने गृह मन्त्रालय और कानून मन्त्रालय से कोई सलाह मशविरा किया था और क्या कानून मन्त्रालय ने उनको यह कहा था कि ठीक है, आप स्वयं कारीज पर दस्तखत दे सकते हैं या डिप्टी स्पीकर की सिफारिश या सम्मति पर दे सकते हैं ? क्या इस तरह का कोई सलाह मशविरा हुआ था और ऐसे काम की वैधता के बारे में—क्योंकि ये हर चीज पर राय देते हैं, जब प्रधान मंत्री की राय का मामला आया, तो ला-मिनिस्ट्री की सलाह पर कहा गया कि वैल्थ टैक्स नहीं लगेगा, हर चीज में ला मिनिस्ट्री सलाह देती है—तो मैं जानना चाहता हूं कि गवर्नर के द्वारा इस तरह का काम करने के पहले संविधान के विपरीत या अनुकूल इस तरह की कोई सलाह आपने या कानून मन्त्रालय ने दी थी ?

SHRI Y. B. CHAVAN: The Governor never asked our opinion about this matter and we have never given any advice to the Governor about it. But after this dead-lock was created, the legal officers of Punjab Government—they will have to see if the Governor's office is quite constitutional and the Government Departments' functions are different—they did consult the law officers here and they advised it is quite constitutional for

the Government to recommend to the Governor to issue an ordinance which he ultimately did.

श्री मधु लिमये : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। इन्होंने कहा है कि गवर्नर का पद स्वतन्त्र है— मैं संविधान की धारा 355 की ओर आपका ध्यान दिलाना चाहता हूं —ये कैसे इस में आते हैं—

"It shall be the duty of the Union to protect every State against external aggression and internal disturbances . . .".

यह इन पर लागू नहीं होता आगे वाले को लीजिये —

"....and to ensure that the government of ever State is carried on in accordance with the provisions of this Constitution."

संविधान ने आपके ऊपर यह जिम्मेदारी डाली है, दायित्व डाला है, आप इस जिम्मेदारी से भाग नहीं सकते हैं कि 199 (1) के अन्दर डिप्टी स्पीकर का सर्टिफिकेट काफी है या स्पीकर का ही होना चाहिए—इस के बारे में आपके ऊपर 355 के तहत जिम्मेदारी है, उस से आप भाग नहीं सकते हैं।

256 भी देख लीजिये—

"The executive power of every State shall be so exercised as to ensure compliance with the laws made by Parliament and any existing laws which apply in that State".

ला को, कानून की, जो परिभाषा है उस में संविधान जो बुनियादी कानून है आ जाता है। मैंने दो धारायें दे दी हैं। इन को डाइरेक्शन देने का भी अधिकार है—256 (2) को देखिए—

"The executive power of the Union shall also extend to . . . .

MR. SPEAKER: I am myself getting confused now.

श्री मधु लिमये : इस में कन्फ्यूजन नहीं है, बिलकुल साफ़ है। इन्होंने कहा है कि गवर्नर का जो पद है, वह स्वतन्त्र है, हम कुछ कर नहीं सकते, मैं इन को कहना चाहता हूं कि ऐसी बात नहीं है....

MR. SPEAKER: I do not think he meant that at any and every stage he can interfere. On this particular issue he said that he had not his own legal advice and legal department. I am afraid you are going away from the point of order.

श्री मधु लिमये : अध्यक्ष महोदय, 355 में मैंने कहा है कि इन का यह कर्त्तव्य है कि राज्यों का काम संविधान के अनुसार हो। 356 में है कि—

"The executive power of the Union shall also extend to the giving of direction to a State....' ये सारी बातें हैं 256 (1) भी है। तो इन को अधिकार है और इन का यह कर्त्तव्य है। इसलिए अध्यक्ष महोदय मैं जानना चाहता हूं कि इन्होंने क्या राय दी है— क्या 199 के तहत डिप्टी स्पीकर हस्ताक्षर कर सकते हैं—क्या इस तरह की सलाह आपने गवर्नर को दी है—यह मैं साफ साफ जानना चाहता हूं। आप अपनी जिम्मेदारी से भाग नहीं सकते हैं।

SHRI H. N. MUKERJEE (Calcutta North East): I want to say in connection with this point of order that we have to ask you to decide the point of order which Mr. Madho Limaye had raised. The President is taking over the administration in different parts of the country and all kinds of hocus pocus are taking place. Who is going to put a stop to this? Mr. Limaye has raised a point of order which goes to the root of the matter. If you do not give us direction in regard to this, if you do not make ob-

[Shri H. N. Mukerjee]

servations in regard to the conduct of the President's rule through the Ministers operating on that side, if you do not do it, where do we go from here? This is a very important point which he has raised and you cannot merely say that this involves constitutional complexities and therefore you will not say anything. You have got to say about the manner in which the President's rule is being carried on in this country.

SHRI RANGA: I am extremely sorry that I have to differ from my hon. friends in regard to this matter. They seem to feel in one way. It is not the business of this House, least of all the Speaker, to try to help this Government to interfere in the affairs of the State Governments and especially the Governor, and to encourage them to such an extent that they should go on giving directions also. The provision for the issue of directions is for exceptional occasions and not for every day. The Governor is not supposed to be the tool of the Government of India although the Government of India has demoralised itself to such an extent and also denigrated the Governor's position to such a degree that today the Governor has been made a kind of chattel under their regime. We certainly cannot expect you to give a ruling here and now that this Government can be expected to go and interfere with the Governor and therefore the Governor has got to be ordered to behave in this manner or that manner. It is another matter; he should have, out of his own self-respect, resigned to maintain his dignity. The Home Minister should have advised his friend the Governor there to offer his resignation and get out of this unfortunate position.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मैं आपकी इस बात से सहमत हूं कि संविधान की एक बड़ी पेचीदा समस्या पैदा हो गई है उस के सम्बन्ध में आपको निर्णय देना कठिन होगा और हम इस कठिन परिस्थिति में आपको डालना भी नहीं चाहते हैं, लेकिन डिप्टी स्पीकर द्वारा किसी मनी-बिल को गवर्नर के पास भेजने के बाद गवर्नर इस पर हस्ताक्षर करे या न करे--यह प्रश्न केवल पंजाब विधान सभा का नहीं है। यह संसद में भी उठ सकता है और अन्य राज्यों की विधान सभाओं में भी उठ सकता है। इसलिए सरकार के लिए अच्छा यही होगा कि 143 (1) के अन्तर्गत वह सुप्रीम कोर्ट से इस के बारे में राय ले तथा इस मामले का दो-टूक फैसला हमेशा के लिए कर दे। गृह-मंत्री ऐसा क्यों नहीं कर रहे हैं— मैं यह समझने में असमर्थ हूं।

MR. SPEAKER: This is about the Calling Attention in respect of the Governor's signing an extra copy.

SHRI MADHU LIMAYE: "Duly". Mark the word.

MR. SPEAKER: It is all right. The points of order raised cover a wide field; the whole Constitution, the powers of the Speaker, the powers of the Deputy-Speaker, the powers of the Home Minister and the powers of the Governor. I do not think they are relevant here. Of course they are very big issues. I now call upon Shri F. A. Ahmed to lay the papers on the Table.

21.51 HRS.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF THE BHARAT HEAVY PLATE AND VESSELS LIMITED AND GOVERNMENT REVIEW THEREON

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A AHMED): I beg to lay on the Table—

(1) Review by the Government on the working of the Bharat Heavy Plate and Vessels Limited, New Delhi for the year 1966-67 under sub-section (1) of Section 619A of the Companies Act, 1956.

(2) A copy of the Annual Report of the Bharat Heavy Plate and Vessels Limited, New Delhi for the year 1966-67 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [*Placed in Library. See* No. LT-702|68].

NOTIFICATION UNDER INDUSTRIAL (DEVELOPMENT AND REGULATION) ACT ETC.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): I beg to lay on the Table—

(1) A copy of Notification No. S.O. 816 published in Gazette of India dated the 4th March, 1968 under sub-section (2) of section 18A of the Industries (Development and Regulation) Act, 1951. [*Placed in Library. See* No. LT-703|68].

(2) A copy each of the following Notifications under sub-section (3) of section 33 of the Cardamom Act, 1965:—

(i) G. S. R. 346 published in Gazette of India dated the 24th February, 1968 containing corrigendum to G. S. R. 1758 dated the 2nd December, 1967.

(ii) Erratum to Notification No. G.S.R. 346 dated the 24th February 1968 published in Gazette of India dated the 16th March, 1968.

[*Placed in Library. See* No. LT-704|68].

12.52 HRS.

OPINION ON LOKPAL BILL

SHRI P. K. DEO (Kalahandi): I beg to lay on the Table Paper No. II to the Bill to make provision for the appointment and functions of an authority named Lokpal for the investigation of administrative acts in certain cases and for matters connected therewith which was circulated for the purpose of eliciting opinion by the direction of the House on the 1st December, 1967.

SHRI RANGA (Srikakulam): I am extremely sorry. that the Home Minister, although my hon. friend Shri P. K. Deo had already made an appeal, had not heeded to it and had not taken the trouble to advise the President to give his sanction to the financial section of this Bill so that it could be taken up by the House itself. I sincerely hope that the Home Ministry would hasten and take time by the forelock and with the co-operation of the Law Ministry obtain the sanction from the President. The hon. Member's object is to promote public interest as much as to safeguard the reputation of the Government itself which is supposed to be in favour of the institution of Lokpal and in regard to which this Government has been saying off and on that they are keen on establishing this institution of Lokpal.

12.53 HRS.

BUSINESS OF THE HOUSE

MR. SPEAKER: I have to inform the House that at the sitting of the Business Advisory Committee held yesterday it was decided that discussion on statement made by the Minister of Railways on railway accident near Allahabad might be fixed from 6.30 P.M. to 2.30 P.M. today and accordingly this item has already been included in the List of Business for today.

[Mr. Speaker]

The Committee further decided that discussion regarding treatment meted out to Harijans in certain districts in Andhra Pradesh, Uttar Pradesh etc. might be fixed at 6.30 P.M. on Thursday, the 4th April 1968, subject to the Home Minister making further statement about Harijans before that. The Home Minister has been requested to make the statement as early as possible.

The Committee also decided that further discussion on the motion moved by Shri Nath Pai on the 28th February, 1968 regarding Bihar might be fixed at 6.30 P.M. on Thursday, the 11th April, 1968.

12.54 HRS.

CORRECTION OF ANSWER TO SQ. NO. 573 *RE* CEMENT ALLOCATION AND CO-ORDINATING ORGANISATION

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): In reply to a supplementary question put up by Shri P. Ramamurti on the Starred Question No. 673 on 12th March, 1968, I stated that 'they (CACO) had also agreed to supply one-third of their production for Government requirements.' On verification I find that the CACO had agreed to supply half of their production for Government requirements.

In reply to another question put up by Shri Vasudevan Nair, it is reported that 'so far as the amount given to political parties is concerned, it is Rs. 34,15,355 out of which the Swatantra Party got Rs. 14,64,000, the Congress Party Rs. 10,06,000, Jan Sangh Rs. 5,12,000, National Conference Rs. 2,08,000 and Jana Congress Rs. 2,25,000. There appears to be a typographical error. It should be, 'so far as the amount given to political parties is concerned, it is Rs. 34, 15,355 out of which the Swatantra Party got Rs. 14,64,155, the Congress Party Rs. 10,06,000, Jan Sangh Rs. 5,12,200, National Conference Rs. 2,08,000 and Jana Congress Rs. 2,25,000.

In reply to another supplementary question put up by Shri Supakar I stated that 'the work has been taken over by the Cement Corporation and we hope that the dues to the STC will be paid by the Corporation who are taking action regarding other question also. But the exact position is that 'the amount of Rs. 39·91 lakhs has since been credited by this Organisation (CACO) in a joint account with the Government of India and the Cement Manufacturers' Association, in January, 1968. The Cement Corporation of India are taking action regarding other question.'

12.55 HRS.

*DEMANDS FOR GRANTS, 1968-69—*Contd.*

MINISTRY OF COMMERCE—*Contd.*

MR. SPEAKER: The House will now resume further discussion on the Demands relating to the Commerce Ministry. Mr. Ghosh was speaking. He has already taken 5 minutes. He may continue his speech and conclude in another 5 minutes.

SHRI P. K. GHOSH (Ranchi): Sir, I was saying that the appointment of selling agents by the STC and MMTC should be discontinued. This leads to more and more profiteering. The agents never sell the goods at the prices fixed by STC or MMTC. They always sell it in black-market and make huge profits. But whenever there is a loss, these agents all back upon the STC and say, "You share a portion of the loss." I am myself a member of the Committee of Alkalis. I know that caustic soda was being imported through the STC. The STC engaged agents for distribution and sale of this caustic soda and they made huge profits upto 1966-67. But

*Moved with the recommendation of the President.

in 1967-68 there was a loss due to recession in the market. But these agents asked the STC to bear the loss. STC had to sustain a loss of Rs. 30 lakhs on this. Therefore, I suggest that the STC should sell all imported goods by auction and not appoint any agent.

The entire international trade—exports and imports—should be taken over by Government and handled by agencies like the STC. I agree with the minister that STC should not function on a no-profit no-loss basis. If STC functions in a businesslike manner, it is estimated that we can earn as much as Rs. 5,000 crores, which is as much as the annual budget of the Central Government. This money can transform the face of India if properly utilised. So,I request the Commerce Minister and Prime Minister to give thought to nationalisation of international trade. If we earn handsome profits from imports, we can sustain some loss in our exports. At present Government has to find the money for subsidy for exports from a separate account. This can be avoided if international trade is nationalised so that with the profits earned from imports we can sustain the loss on exports. In that manner, our exports can also be increased.

I welcome the decision to set up a committee to review the activities of STC. I suggest that Members of Parliament also should be put into that committee.

Dr. Hazari has said in his report that the entrepreneurs who apply for industrial licences envisage an import of 60 per cent of their capital goods. I have no objection if the machines are not manufactured in India. But many of them are being manufactured in India, but still they import them because their landed cost is cheaper. Some friends may say that the CGC—the Capital Goods Committee—is there to check all import licences and it never allows machines manufactured in India to be imported. The business community are very cunning. They throw dust into the eyes of the CGS members. They slightly change the specifications of the machines and thereby get clearance from the CGC. I have authentic information about it since I am myself a businessman, if all the imports and exports are handled by the government agencies there will be no chance of over-invoicing or under-invoicing.

13 HRS.

MR. SPEAKER: Let him conclude.

SHRI P. K. GHOSH: I can continue my speech after lunch.

MR. SPEAKER: No, he can take one or two minutes and conclude it now.

SHRI P. K. GHOSH: I will try to be brief.

If all the imports and exports are handled by the Government agencies, there will be no chance of under-invoicing or over-invoicing. Now the businessmen keep a lot of foreign exhange in foreign banks which is used for smuggling purposes. Smuggling in gold and other contraband is taking place only because of this money. If you go to Bombay, Calcutta or Madras you will find forein brands of cigarettes and blades, although their imports are banned, are openly selling in the footpaths. Since the hon. Minister is a smoker I am sure he is aware of this position.

I am glad that the Minister has put a ban on 260 items and restriction of import on 197 items to all except the actual user himself. I also welcome the decision to give facilities in imports as well in the matter of expansion of such industries as are exported 10 per cent of their products during 1967-68. But I feel that small changes here and there would not carry us anywhere. A drastic change

[Shri P. K. Ghosh]

is necessary in order to put our international trade on sound footing. internationl trade should be nationalised.

Lastly, the Ministry of Commere is over-burdened with work. There is no reason why the Commerce Ministry should handle textiles, handicrafts, khadi and village industries and plantations. I would suggest that the Ministry of Commere may be re-named the Ministry of International Trade and subjects like textiles handicrafts, khadi and village industries should be taken out of Commerce Ministry and put under the Ministry of Industries. Similarly, plantations, like tea and tobacco should be put under the Ministry of Agriulture.

श्रीमती लक्ष्मीबाई : अध्यक्ष महोदय....

MR. SPEAKER: She may continue her speech after lunch. We have already spent 2 hours and 5 minutes on this Ministry. The Minister will begin his reply at 4 O'Clock. So, we will have another two hours for the Members.

13.05 HRS.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

DEMAND FOR GRANTS, 1968—69

MINISTRY OF COMMERCE—*Contd.*

श्रीमती लक्ष्माबाई (मेडक) : उपाध्यक्ष महोदय आज जो कामर्स की डिमान्ड चल रही है मैं उस का समर्थन करती हूं और मंत्रालय के ध्यान में कुछ बातें लाना चाहती हूं ।

किसी भी मुल्क में वहां की स्टेट का फर्ज होता है वहां के लोगों को खाना और कपड़ा देने का इस का मतलब यह होता है कि वहां के लोगों को काम देना । इसी नजरिये से हमारे देश के कांस्टिट्यूशन में आर्टिकल 43 में यह बतलाया गया है कि हर एक स्टेट को अपने यहां के लोगों को काम देना है । यह बात पूज्य बापू की समझ में पहले से आ गई थी कि गांव के लोगों के वास्ते काम का प्रबन्ध करना चाहिए और वह किया गया खादी और ग्रामोद्योग के जरिए । खादी और ग्रामोद्योग में सिर्फ कपड़ा ही नहीं आता है । उस के अन्दर कई और महत्व की चीजें हैं । हम लोग खादी को पवित्र मानते थे । बापू जी ने अहिंसात्मक, सामाजिक और धार्मिक चक्र समझ कर खादी की तरफ तवज्जह दी ।

आज खादी में काफी लोग लगे हुए हैं लेकिन पहले जितनी पवित्रता खादी की समझी जाती थी आज उतनी श्रद्धा और पवित्रता लोगों के मन में उस के प्रति नहीं है । स्वतन्त्रता आने के बाद लोगों ने खादी की तरफ उतनी तवज्जह नहीं दी जितनी देनी चाहिए थी । लेकिन मैं कहना चाहती हूं कि खादी एक ऐसी चीज है जो सब लोगों के काम में आती है । मैं कल पानीपत गई थी । वहां पर मालूम हुआ कि केरल में खादी का काफी काम चल रहा है । मैंने एक अपने कम्यूनिस्ट भाई से पूछा कि उनके नेतागण खादी तो पहनते नहीं, वे लोग खादी का काम अपने यहां क्यों चलाते हैं । उन्होंने कहा कि हम खादी के नाम के कारण खादी को नहीं चलाते हैं लेकिन चूंकि इस से लोगों को काम मिलता है इस लिए इस को चलाते हैं । आज कम्यूनिस्ट हो या कोई भी हो सरकार का पहला फर्ज आप लोगों को काम देने का होता है । आज बड़े बड़े कारखाने शहरों या टाउन्स में या उन के पास ही चलते हैं, मगर चूंकि खादी का काम और ग्रामोद्योग घर घर चलते हैं गांवों में, इसलिए उन को उन्नति करना हमारा फर्ज हो जाता है

खुसूसन हिन्दुस्तान में तो यह और भी लाजिमी हो जाता है क्योंकि हिन्दुस्तान तो एक एग्रिकल्चरल कंट्री है। आज हिन्दुस्तान के 80 परसेंट लोग एग्रिकल्चर के काम में लगे हुए हैं। उन को खेतों पर काम करना होता है लेकिन वहां साल भर तो काम होता नहीं इस लिए उन के खाली समय में कोई साइड बिजिनेस होना चाहिए। इस लिए गांवों में खादी और ग्रामोद्योग चलाने का फैसला किया गया। इस के लिए हमारी सरकार ने खादी और ग्रामोद्योग बोर्ड बनाया।

आज कल खादी बोर्ड के जो चेअरमैन हैं वे बहुत अच्छे आदमी हैं। वह बहुत काबिल हैं और अच्छी तरह काम चलाते हैं उन की सब जगह पर लोग इज्जत करते हैं। वह इस तरह से वहां काम करते हैं कि वहां पर कोई बगावत होने वाली नहीं हैं। खाद्य खादी बोर्ड में काम करने वाले बहुत से सर्वोदय के लोग हैं बहुत से नेता लोग हैं। वह लोग सिर्फ खादी बनाने का काम न कर के खादी का डवलपमेंट कैसे होना चाहिए,टेकनिक क्या होनी चाहिए और नया तरीका कैसा होना चाहिए, इस पर विचार करते हैं।

इस के बाद मैं कुछ बातें अपनी गवर्नमेंट को भी सुनाना चाहती हूं। सरकार पहले काफी मदद दिया करती थी। लेकिन खाली पैसा देकर ही मदद नहीं होती। मान लीजिये कि कुछ उद्योगों को चलाने के वास्ते सरकार 10 करोड़ रु० दे। मगर उद्योग को चलाने के लिए दुकान को रखने के लिए, उद्योग का सामान बिकवाने का प्रबन्ध भी तो करना चाहिए। खादी खरीदना भी तो सरकार का फर्ज हो जाता है। पहले सरकार के लोग और खादी बोर्ड के लोग खादी अपनी रेलवे और दवाखानों के लिए और दूसरे महकमों के लिए खादी खरिदवाते थे, लेकिन अब वह बात नहीं है। गांवों की जो स्थिति हो गई है उस को देखने से एसा मालूम होता है कि गांवों के हर एक आदमी को काम देना लाजिमी हो गया है, नहीं तो हो सकता है कि वहां पर बगावत हो जाये। मैं सरकार की तवज्जह में लाना चाहती हूं कि आज खादी की खरीद बहुत कम हो गई है। हाथ से बनी हुई चीजों के दाम बहुत होते हैं वह महंगी होती है। आज चूंकि खादी की खरीद कम होती है इसलिए उस के काम में भी कमी आ गई है और गांव वाले बड़े बड़े कारखानों में काम करने जा रहे हैं। यह दोनों बातें साथ साथ नहीं चलेंगी। सरकार की हालत तो यह है कि आज कल वह सिर्फ क्लास 4 सर्वेन्ट्स के वास्ते खादी खरीदती है। आज खादी की इज्जत आपने कम कर दी है। सरकार ने ही इसकी इज्जत को घटाया है। आज खादी का प्रयोग केवल सर्वेंट्स की यूनीर्फाम्ज बनाने में होता है। क्लास फोर के जो गवर्नमेंट सर्वेन्ट्स हैं उनको ही खादी की वर्दियां दी जाती हैं। आज इसको आपने सर्वेंट्स की खादी बना दिया है। एक जमाना था जब हम आजाद नहीं हुए थे जब हम आजादी की लड़ाई लड़ रहे थे, सौ रुपए की बढ़िया साड़ी की उतनी कद्र नहीं होती थी, उतनी इज्जत नहीं होती थी जितनी एक रुपये की या-सवा रुपये की खादी की साड़ी की होती थी। आज बड़े लोग इस खादी का प्रयोग नहीं करते हैं, इसके बने हुए कपड़े नहीं पहनते हैं। खुद एम० पीज० के घरों में भी खादी नहीं पहनी जाती है। मिनिस्टर्ज के घरों में नहीं पहनी जाती है। जो सर्वेंट्स हैं, जो सरकारी नौकर हैं वे भी कुड़कुड़ा कर खादी के वस्त्र पहनते हैं। वे भी कहते हैं कि हमारे लिए ही अब खादी रह गई है। वैस्टिर्ड इंटरेस्ट्स आज क्रियेट हो गए हैं और बहुत सी खराबियां पैदा हो गई हैं। मैं तो कहूंगी कि मिनिस्टरों की बीवियों के लिए खादी पहनना लाजिमी कर दिया जाना चाहिये। अगर उनकी बीवियां खादी के कपड़े नहीं पहनती हैं तो हमारे मिनिस्टर्ज

[श्रीमती लक्ष्मीबाई]

को कहना चाहिये कि वे उनके हाथ का बना हुआ खाना नहीं खायेंगे ।

पिछले साल या उससे पिछले साल तक आप खादी बोर्ड को अठारह या बीस करोड़ रुपया ही देते थे । अब इतनी कम राशि में क्या बनता है । खादी कमीशन को जो रुपया आप देते हैं वह इसको अपने लिए ही इस्तेमाल नहीं करता है । हर एक स्टेट में खादी बोर्ड बने हुए हैं और उन बोर्डज़ को वह रुपया देता है । बोर्ड जो हर स्टेट में हैं उनकी अपनी आर्गेनाइज़ेशनज़ हैं । खादी बोर्ड ने बीस हज़ार के करीब सोसाइटीज़ कायम कर रखी हैं । इसमें ग्रामोद्योग भी आते हैं । इन बीस हज़ार में से कुछ ऐसी भी हैं जो अनइकोनोमिकल हैं । उनको बन्द करने के लिए कहा जाता है तो इनफ्लुएन्स काम करने लग जाता है और उनको बन्द करने के रास्ते में अड़चनें पैदा हो जाती हैं । इस वास्ते वे बन्द भी नहीं होती हैं ।

खादी जहां तैयार होती है या जो लोग खादी तैयार करते हैं, उनमें औरतें भी काम करती हैं, आदमी भी करते हैं, बहनें भी करती हैं । तीन लाख बीवर, स्पिनर तो फुल टाइम काम करने वाले हैं और अठारह लाख लोग ऐसे हैं जो पार्ट टाइम काम करते हैं । इनके अवाला तीन लाख दूसरे लोग हैं । इस तरह से कुल मिला कर इनकी संख्या 24 लाख होती है । औरतें जो चर्खा कातती हैं, उनकी संख्या पन्द्रह लाख के करीब है । ये जो काम करने वाले हैं ये आर्गेनाइज्ड नहीं हैं । दूसरी जो आर्गीनाइज़ेशन हैं जिन में दो सो या सौ या पचास लोग भी काम करते हैं, वे भी अपनी यूनियन्ज़ बना लेते हैं और बगावत करने पर उतारू हो जाते हैं । लेकिन यहां इनकी कोई यूनियन भी नहीं है इसमें अस्सी साल की, सत्तर साल की बूढ़ी औरतें भी काम करती हैं । अब उनको आप क्या रोज़ाना देते हैं । एक रुपया, डेढ़ रुपया रोज़ाना ही उनको मिलता है ।

फिर आप यह भी देखें कि खादी बोर्ड के पास आज कितना माल जमा हो गया है । 24 करोड़ रुपये का माल वहां पड़ा हुआ स्टाक पड़ा हुआ है । किस तरह से ऐसी हालत में आगे काम चल सकता है । वहां पर अब लोग बेकार होने लग गए हैं । जो लगे हुए भी थे वे भी अब बेकार होने लग गए हैं । इतनी कम मजदूरी उनको मिलती है । और आप यह भी देखें कि उनको सहूलियतें भी नहीं हैं । साथ ही साथ खादी को खरीदने वाले भी नहीं हैं । इस वास्ते मैं कहना चाहती हूं कि मन्त्री महोदय की तवज्जह इस ओर जल्दी से जल्दी जानी चाहिये । आज आप हज़ारों करोड़ रुपया खर्च करते हैं लेकिन यहां जब खर्च करने की बात होती है तो आप बहुत कम करते हैं । यहां आप बीस करोड़ रुपया भी नहीं देते हैं । पच्चीस लाख लोग काम करते हैं और उनको आप बीस करोड़ भी नहीं देते हैं । मैं कहना चाहती हूं कि आपको इन पच्चीस लाख लोगों का नुमाइन्दा बनना चाहिये इन पच्चीस लाख लोगों की सरकार को नुमाइन्दगी करनी चाहिये ।

उपाध्यक्ष महोदय : अब आप दो मिट में खत्म करें ।

श्रीमती लक्ष्मीबाई : इतना कम समय आप मुझे दे रहे हैं । मैं बीस मिनट बोलूंगी । पार्लियामेंट में दस औरतें हैं । तीन चार को ही बोलने का मौका मिलता है और वह भी साल में एक आध बार । जब मिलता भी है तो उनको समय नहीं दिया जाता है । कई एम० पीज़० हैं जिनको रोज समय मिल जाता है और काफी मिल जाता है । हमारे घरों में तो ऐसा होता है कि जो बच्चा कम बोलता है अच्छा होता है उसको अच्छा बच्चा समझ कर इनाम दिया जाता है उसकी प्रसंशा की जाती है और जो गड़बड़ करता है उसके कान खींचे जाते हैं । लेकिन यह जो गड़बड़ करने वाले हैं उनको तो ज्यादा समय मिल जाता है और

हम जो गड़बड़ नहीं करते हैं, सीधे सादे हैं, उनको आप बोलने ही नहीं देते हैं। यह ठीक नहीं है।

1966-67 में हमारी पी० ए० सी० ने कमीशन के काम को देखा था। उसने पाया कि इसकी फाइनेंशल पोजीशन भी खराब है। इसकी तरफ हमारी तवज्जह जानी चाहिये। मैं समझती हूं कि सरकार को खादी बोर्ड को बहुत ताकतवर बना देना चाहिये। 18-20 करोड़ से ही यह काम चलने वाला नहीं है। आप को इस राशि को बढ़ाना चाहिये। पांच सौ कमेटियां आपने बना रखी हैं। एक एक कमेटी में कितने ही लोग काम करते हैं। सभी महकमों में ये कमेटियां हैं। वहां पर तो आप इतना खर्च कर देते हैं लेकिन यहां आप बीस करोड़ ही देते हैं। यह बहुत कम है। आपको इसको बढ़ा कर पचास करोड़ कर देना चाहिये और इसको ताकतवर बनाना चाहिये।

आज हम देखते हैं कि कोई फैक्टरी लगती है या कारखाना लगता है तो उसको पैसा दिया जाता है, सिक्योरिटी आप देते हैं और विभिन्न प्रांतों में फैक्टरियां और कारखाने लगाने के लिये तरह तरह के प्रोत्साहन दिये जाते हैं लेकिन यहां जो लोग काम करते हैं उनको कोई सिक्योरिटी नहीं दी जाती है कितने ही लाख लोग यहां काम करते। आपको चाहिये कि इनका बनाया हुआ सारा सामान आप लें और खादी को इज्जत प्रदान करें।

जिनको बीस बीस या पच्चीस पचीस साल काम करते हो गये हैं, उन लोगों को खादी बोर्ड कोई सहूलियत प्रदान नहीं कर सकती। उनकी कोई इज्जत नहीं है, कोई उनको प्राविडंट फंड की सहूलियत नहीं है, कोई पैंशन उनको नहीं मिलती है, मकान नहीं मिलता है, उनकी दवा दारू का इन्तजाम नहीं है फैक्ट्री में या कारखाने में जो काम करता है उसको मकान भी मिलता है, उसके बच्चों को फ्री एजुकेशन भी मिलती है, उनको स्टाइपेंड्स दिये जाते हैं, दवा दारू का भी इंतजाम किया जाता है, दवाखाने भी उनके लिए खोले जाते हैं। लेकिन यहां काम करने वालों के लिये कुछ नहीं किया जाता है। आपको सोचना चाहिये कि इनके लिए भी कुछ हो और आपको ये सब सहूलियतें यहां काम करने वाले लोगों को देनी चाहिये।

मैं पानीपत गई थी। वहां वूलन का काम बहुत होता है। बहनों को मैंने वहां काम करते हुए देखा। हाथ से वे ऊलन धागा निकालती हैं। उनको मजदूरी बहुत कम मिलती है। मैं चाहती हूं कि गवर्नमेंट लैवेल पर इन तमाम चीजों को देखा जाना चाहिये।

काटन जो खरीदी जाती है चाहे खादी के लिए हो या मिल क्लाथ के लिए हो आपको यह देखना चाहिये कि ग्रोअर को उसका उचित मूल्य मिले। जो एग्रिकल्चरिस्ट है उसको किसी भी तरह का नकसान नहीं होना चाहिये। आज होता यह है कि बीच वाले बहुत फायदा उठा लेते हैं। वही सारा पैसा खा जाते हैं। बीच वाले ऐसा न कर सकें यह आपको देखना चाहिये आपको ताकत अपने हाथ में लेनी चाहिये। आजकल होता यह है कि अफसर जो आपके हैं और फैक्टरीज का जो मैनेजमेंट होता है वे दोनों को मिल कर आप लोगों से जहां चाहते हैं दस्तखत करवा लेते हैं। आप उनकी बात में आ जाते हैं। ऐसा नहीं होना चाहिये। ग्रोअर को भी अच्छी कीमत मिले, जो खादी तैयार करता है उसको भी मिले और जो चर्खा चलाता है उसको भी अच्छी मजदूरी मिलनी चाहिये खादी को आप इज्जत बख्शें। खादी बोर्ड को आप ताकतवर बनायें। इसका प्रोडक्शन भी आप बढ़ायें और खपत भी इसकी आप बढ़ायें। आजकल हो यह रहा है कि इसकी प्रोडक्शन घट रही है।

[श्रीमती लक्ष्मीबाई]

स्टाक पाइल भी हो रहा है ये सब जो चीजें हैं इनकी तरफ आप ध्यान दें।

इन शब्दों के साथ ये जो डिमांड्ज हैं इनको मैं अपनी कंडीशनल स्पोर्ट देती हूं। खादी के लिए आप पैसा ज्यादा देंगे तब मैं इसको स्पोर्ट करूंगी।

SHRI VASUDEVAN NAIR (Peermade): Mr. Deputy-Speaker, Sir, the Government has announced a new import-export policy with great fanfare. We heard the Minister yesterday speaking over the All-India Radio, claiming that he is going to attain something very big, following this new policy. They say that it is a new experiment. They claim that it is a new strategy. Sir, the policy of this Government is oscillating like a pendulum following the disastrous bungling on the issue of devaluation. The Government sought to experiment with import liberalisation. Then they made tall claims and painted rosp pictures of a tremendous boost in exports. But we all know that instead of a boost in exports, stagnation has set in. All kinds of arguments are now given to explain away the phenomenon. Various kinds of remedies are proposed by the physicians in the Ministry for the recovery of the patient. *Ad hoc* decisions and stop gap arrangements are proposed.

Sir the new export policy will not make any dynamic change in the situation. It is not going to work miracles and wonders. The causes of the malady lie deeper. Unless we are prepared to make fundamental departures from the traditional policies followed till now, our foreign exchange crisis will not be basically solved. Even to-day we are irrevocably tied up with the capitalist world market. The position of the country as a supplier of raw materials for the advanced countries, the so-called developed countries, essentially remains, even after 20 years of freedom. We could not make a substantial break from that position. We are the victim of the discriminatory trade policies of the advanced countries.

Now we naturally come to UNCTAD II. Almost every Member who participated in the debate referred to UNACTED II. I hope the Government had no illusions about the outcome of the deliberations, even from the very beginning. If they had any great illusions, they were only to blame.

Sir, the UNACTED once again demonstrated the utterly selfish attitudes of the advanced capitalist countries. I was really surprised yesterday to hear my hon friend from the Swatantra Party making the fantastic statement that the socialist countries were responsible for the failure of the UNACTED II. Only a Swantantra Member can make such a fantastic statement. Now, Sir, I do not want to plead for the socialist countries because facts are there. Nobody specially can plead for them. I can quote Mr. Manubhai Shah, I can quote many other representatives of the ruling Party, the representatives of the Government even. I would request even a Swatantra Member not to close his eyes completely to facts and facts of life. Sir, it is an attempt therefore, at distortion of facts.

The Government should learn proper lessons from the rich experience of this Conference. I remember—if I am not wrong—it is the Minister of Trade of the Government of Tanzania who made a statement I think, in Bangalore. He has underlined the necessity of closer collaboration between the countries of the Group of 77. We have to adhere to the Algiers Charter as much as possible and relentlessly pursue to see that that charter is implemented. It is a very difficult condition, of course, but we have to stick to that.

Secondly, we have to still closely associate ourselves as far as trade is concerned with the socialist bloc. There is no getting away from it. So, these are the two conclusions, the two lessons that we could again reiterate following the experience of this international Conference. The existing direction of trade should substantially divert itself in a different rent direction. I do not suggest that we should cut off all the traditional contracts, but our dependence on the capitalist world market has to end. This cannot be achieved without earnest and serious efforts for self-reliane and import-substitution. Self reliance is like a mantra for our Government and our Ministers but I would only request them to put their hands on their hearts and to search their hearts and find out . . . .

SHRI HARDAYAL DEVGUN: (East Delhi): Have they a heart?

SHRI VASUDEVAN NAIR: If they have a heart, I hope they have a heart. I would request them to search their hearts and find out whether they are really earnest about this self-reliance and import-substitution. At least I have personal experience of one instance which I shall give later in my speech, where I can prove that they only consider it as a mantra and nothing more, but I shall come to that later.

We haev all kinds of export promotion schemes. The export promotion schemes have only helped a handful of people to speculate on import licences. It is well known all over the country that they have made easy and quick money. I suggest that an inquiry should be made in to how the export promotion schemes have worked till now. If a proper inquiry were conducted, then many startling facts will come out and then we shall find out how much money was made by a few business-houses by speculating on import licences. I suggest that there should be an inquiry on this question.

Another fundamental issue which cannot evade our attention any longer is the issue of the institution that should be entrusted with the export-import trade. From this side, the Members of my party and those of several other parties in this House and outside have been reiterating the great necessity of entrusting the export import trade to the State machinery. We have been asking for the nationalisation of the export-import trade. I know that it is very difficult for this Government to accept that proposition.

We remember the famous ten-point programme of the Congress Working Committee; after the debacles in 1967, they had to talk something big at that time for diversionary purposes but they never mean what they say. Otherwise, I do not understand why even now they are shirking and evading this very important and fundamental question as far as the foreign trade is concerned. In 1967 our foreign trade was worth nearly Rs. 3000 crores. Even at a conservative calculation, if that foreign trade worth Rs. 3000 crores is handled by Government after nationalisation, our exchequer could expect an income of Rs. 300 crores per year at 10 per cent profit. There are many other things which I have to say to justify this demand for nationalisation. I do not have the time, however, to go into the matter in detail.

As regards the evil pratices that persist all along for the last several years of over-invoicing and under-invoicing, sending sub-standard goods to foreign markets etc., we know who is indulging in such practices. Even my hon. friend from the Swatantra Party will not deny the responsibility of his friends in that. So many other evil practices are there. An end to these evil practices can be put only by the method that I have suggested; there is no half-way method.

SHRI PILOO MODY: Question.

SHRI VASUDEVAN NAIR: The present system of entrusting the bulk

[Shri Vasudevan Nair]

of the foreign trade in the hands of private parties, both foreign and Indian, is benefiting only a few people in this country. As a mater of fact, Government and such people are hand in glove with each other and they are sharing the loot at the time of elections, and we know that also. That may be one of the reasons why the system is left as it is today.

Now, I should like to touch upon one aspect of the working of this Ministry which is generally not commented upon in this House. That is this practice of allowing export of Indian capital especially to countries of Africa. Now Government may say that they want our help and collaboration for development. but we should like to be satisfied by Government whether it is possible for these monopolies and big business houses in this country to export capital to other countries. even when they say that inside the country. their resources position is very tight. We always hear this cry. But here crores of rupees are being invested by these very people Birlas and others in Nigeria, Ceylon and other countries. Recently there was a report that there is going to be collaboration between some people in Ceylon and the Birla House to set up some factories.

How can this be allowed? Apart from the basic question of developing a new imperialism a new colonialism and the political consequences flowing therefrom, even from the point of view of financial resources inside the country for our development, how can Government allow this kind of export of capital from India? This is a very important question which has to be seriously considered by this House. Time does not permit me to go more into it, but I think the House should discuss in detail later.

I said I would give at least one instance where this Government could be exposed beyond doubt in their claim of self-reliance and import substitution You are also familiar with the subject. Last year, also I referred to it. I am referring to the question of rubber, how Government have allowed indiscriminate import of raw rubber when this country is already self-sufficient in it. I do not know whether Government will challenge me about my statement on self-sufficiency in rubber. If they do, they need not worry about me; their own Rubber Board, a statutory body has in categorical terms told Government that we are no longer in need of import of rubber. But what happened? I say there was a conspiracy between Government and the tyre manufeaturers because today the international market is very favourable to them, the international price being much below the Indian price. So it suits then to have rubber from outside. So they pressurised Government and got it imported. In 1966 and 1967, 40,000 tonns of raw rubber were imported costing nearly Rs. 13 crores worth foreign exchange. I say this foreign exchange was wasted, frittered away. For whom? For the benefit, profit and loot of the tyre manufaturers.

What happened inside the country? As far as the rubber producers are concerned, they were ruined. I do not have time to go into details. They had a Tariff inquiry to fix the price of rubber. If I had time I could have exploded the report of the commission as far as their recommendations are concerned. Alll their premises were wrong following that all their conclusions were wrong. But Government acepted those recommendations and imposed a price on our producers. In spite of that, they did not get it. Government say they have notified the price. But what happened to it. I should like Shri Dinesh Singh to explain. I do not plead for the big producers—even with the present price, they may be satisfied and happy—but the present price is not actually given to the small producers. This is all done for the sake of a few business houses against the interests of

producers in the country and wasting foreign exchange. This is a clear example which I can cite from my experience and the experience of my State . . .

MR. DEPUTY-SPEAKER: Do not strech rubber too far. Time is up.

SHRI VASUDEVAN NAIR: I am not stretching it. This is my last point.

I want to ask one question about the jute problem. The Indian Jute Manufacurers' Association, I am told, is demanding a minimum export price. They wanted a cut in export duties and Mr. Desai obliged them. Now, they are clamouring for minimum export price. As far as I can understand, there is absolutely no case for a minimum export price and Government should not be pressurised by the IJMA to fix a minimum export price.

Cashewnut is an important commodity which brings so much of foreign exhange to us. It is an industry which employees lakhs of workers in Kerala and it is going to face a very serious crisis. I am giving the warning. We depend upon imported raw nuts from Africa for these fatories. We never tried to produce raw nuts in this country. They had some schemes and I should like them to tell us the details so that one knows when we shall achieve self-sufficieny in this matter. Already we are challenged by Africa.

The Deputy Minister knows the chronic crisis facing the coir industry. He was in Kerala to discuss some points and he knows it personally and we should like to be enlightened by him on the steps they propose to take to protect this industry on which depend ten lakhs of people. It is not a small metter.

I have to race against time. The seafood industries bring us so much of foreign exhange. Deep see fishing trawlers are needed and Government could have arranged for trawelrs from abroad. What steps are they going to take to dig wealth from this gold mine of Arabian Sea so that we can earn more foreign exchange by the export of fish and fish products.

I could have talked of so many other commodities which affect our country and our people and our export earnings. I am sorry to say that the policy today is an *ad hoc* policy and it changes like a pendulum. They do not have a longterm-policy they do not visualise the need to have a transformation of policy. As long as this suicidal policy remains, we shall never get over the crisis we are in today.

SHRI R. K. BIRLA (Jhunjhunu): I am thankful to you for giving me opportunity to speak this afternoon and I shall immediately start by referring to the working of some of the organisations functioning under the Commerce Ministry. These organisations are said to play an advisory role and they have no direct responsibility but they simply tender advice. Let us, for instance, take the Tariff Commission. Government has declared this organisation to be completely outdated But I am rather surprised that that it is still allowed to function and and it costs the exchequer about Rs. 10 lakhs per year. I do not understand the purpose in allowing the Tariff Commission remain alive even now. The point is not whether it is an outdated or modern organisation. I say definitely that it is an ineffective organisation. Its recommendations may be accepted by the Ministry and the Minister concerned, if they suit them; otherwise they are outright rejected. Then there are the development councils and export promotion councils. They function in an advisory capacity and are not concerned with the working of the ministry. The meetings of these councils take place

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at places like Ooty, Srinagar, Bangalore or other places where there is some sort of a fascination or attraction. A few months back a meeting of the development council of the indigenous machinery manufacturers was held at Ooty. I do not know why it considered to be the best place for holding such a meeting. There are no machinery manufacturers in Ooty. Similarlly, I had the experience of attending a development council meeting at Srinagar. Fortunately or unfortunately, I happened to be a member of that council a few years back (*Interruptions.*) I have only fifteen minutes. It was a long agenda and the Chairman told us that we would take about two days to complete all the agenda items. But thanks to the efficiency of the Government officials and of the Chairman we finished all the items in one hour. How? Most of the agenda items were referred to the next meeting because we were given to understand that a lunch and reception were arranged at Pahalgam in honour of the Government officials and we had to run there. I am sorry to say this but I think Mr. Qureshi will share this with me. We were to visit the Government wollen mills in Srinagar and submit a report to the Government why it was running at a loss. I do not know whether it is making profits now but at that time it was running at a heavy loss. To our surprise we were given to understand that it was not necessary for us to visit that mill. How are we going to submit a report to the Government, then, I asked. The reply came that the report was already prepared before the Chairman left for Kashmir. These are the ways of working of the Councils and I say therefore that these councils should be abolished. We know very well that we spend about Rs. 30,000 for every such meeting and we can save lakhs every year provided we abolish them. Who will work in the place of these councils, somebody may ask. But there is no work for them and whatever little work they do could be done by the associations which are in the industry and which could be approved by the Government.

We all know that Mr. Morarji Desai was very particular about the reduction of the expenditure. I am given to understand—it may be a story, I do not know—that he was going through the items of expenditure of the various ministries, he came across an item of expense pertaining to the maintenance of one Mr. Bull. He asked the concerned Minister about this expenditure and as he was not satisfied with the explanation, he thought it proper to go to the party directly we also know that Mr. Morarji Desai is noted for his out spoken expressions. He does not bother whether such expressions are liked by the people of this category or that category. He came to know that Mr. Bull was a dignitary from Holland and he was a V. I. P. He went to him and said to him: How are you; how do you like our country? Mr. Bull replied: Mr. Deputy Prime Minister I am thankful to you your kind enquiries about me; I am keeping very well; I like the country, and I am given an air-condined room in summer and a centrally-heated room in winter; I feel very comfortable; see I have improved my health. And as I told you, Morarjibhai, knowing fully well that he was a dignitary from Holland, did not hesitate to tell him, "I am not satisfied with your performance. And Mr. Bull replied 'Sir, you look to the appointment letter. I was appointed as an adviser.' Therefore I say that the people who work as advisers like Mr. Bull should be immediately dispensed with by the Government; these posts must be abolished and all such bodies which are of an advisor nature have no place in our Government.

I now come to the Textile Commissioner's office. In short I may say

that this Textile Commissioner's office is nothing but a postmaster's office. Invariably I understand, most of the matters are referred to Delhi. He does not take any decision. Here of course a lot of delay takes place. The Commerce Minister, Mr. Dinesh Singh, is very, very particular to dispose of the files as early as possible and as quickly as possible, so that he may be considered to be a successful Minister. Sir, I will also tell you something which my friends told me a few days back. My friend was talking to a Minister of Cabinet rank—and I am sure he was not Shri Dinesh Singh—and in the course of the discussions he asked him a question. What are the basic qualifications for a Minister to be considered a successful Minister?" And the Minister is said to have replied "The basic qualification for a Minister to be considered as successful is that what he speaks others do not understand." But my friend immediately retored that that is not so. He had put the same type of questions to another Minister of Cabinet rank who was senior to the previous one, having stayed for a longer time in the Cabinet, and the reply was that the basic qualification for a successful Minister is that what he speaks he himself does not understand. I would therefore, say that—and I am sure—all these two basic qualifications do not apply to the hon. Mr. Dinesh Singh. He fully understands what he speaks. We people also fully understand what he speaks.

AN HON. MEMBER: Are you sure?

SHRIMATI TARKESHWARI SINHA (Barh): The two together do not understand anything!

SHRI R. K. BIRLA: If the people do not follow him, that is not the fault of the Commerce Minister. That is a different story. I would request one thing of the hon. Minister, Shri Dinesh Singh. He has been extremely busy in various other political, social and economic activities. They are all in the interests of the country; there is no doubt about it. But my request to him is that he should devote more of his time to see that the files concerning his Ministry are disposed of as early as possible. Inordinate delay makes a very bad impression in the eyes of the people both abroad and in our country. There are collaborators and financial institutions; they cannot wait for a longer time.

I will now give a few points and that is with regard to the way in which the Government is spending our valuable froeign exchange which could have been easily saved and avoided. I will give you some examples. I do not give them at random, and I would be very thankful if Mr. Qureshi and Mr. Dinesh Singh would reply to my questions categorically. During the current year, up to November, 1967, power capacitors worth Rs. 80 lakhs were allowed to be imported, when indigenous manufacturers were in a position to supply all such capacitors to suit the delivery time of the indentors. But their quotations were ignored. I do not know why. The Heavy Electricals, Bhopal, is a public undertaking, makes capacitors; Universal Cabins, Voltas, Hicos and other manufacturers are in a position to supply the entire demand of the country. I can prove it. I have got he details from where the capacitors were imported from the United Kingdom; from Switzerland; from Japan; and we spent Rs. 80 lakhs of foreign exchange during the current year, when we say that we are short of foreign exchange. I would very much like to have a categorical reply to this question.

Another strange thing is that the import duty on these capacitors, which is a finished product, is only 27-1/2 per cent while the import duty on the raw materials which are not available in our country and which are imported to manufacture these capacitors in our country varies from 50 to 100 per cent. This is something I cannot understand. He should immediately ban the imports of all types of capa-

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citors, which we can easily manufacture in the country. The duty on all the raw materials required for indigenous production of these capacitors should be very substantially brought down.

Coming to STC, I am not against such organisations, but I am against the mechanics of such organisations. I can give some clear examples. Filament nylon yarn was imported at 75 d. per lb. when the international market price was only 60 d. per lb. The STC has been selling this at a margin of 250 to 350 per cent. Is it not profiteering? Some of my friends sitting to my right say that private sector is making huge profits. But what about Government making a profit of 350 per cent? I have never heard of that in my life. Then STC exported Kolhapuri chappals at 1.07 dollars per pair while private parties were exporting it at 1.25 dollars per pair. Have we not lost valuable foreign exchange in that? About sulphur, and non-ferrous metals like copper, zinc and lead, at what prices have they been importing them and at what prices are they thrusting them on the people? All these things should be enquired into without delay.

I come to the woollen industry. When Mr. Manubhai Shah was minister, an agreement was entered into between our Government and the Government of Australia in 1965 for importing wool worth Rs. 2 crores. But only wool worth Rs. 97 lakhs have been imported so far after one year and that is lying in the godowns of STC, which is paying damages, insurance, etc., and the quality of the wool is deteriorating. Only wool worth Rs. 30 lakhs has been lifted and the rest is lying there. The woollen industry is working only upto 30 per cent of its installed capacity, based on two-shift working. All this shows that STC is not capable of manning the import of wool, which is a very complicated and specialised job.

In yesterday's paper there is a news item under the heading "STC nylon yarn costly—No bid by Punjab weavers".

It reads thus:

> "Huge stocks of imported nylon yarn allotted to powerloom weavers are lying unsold in the godowns of the Punjab State Small Industries Corporation at Amritsar and Ludhiana. Weaving units are reluctant to buy yarn in view of the exorbitant prices quoted by the State Trading Industries Corporation at Amritsar and Ludhiana.
>
> The STC has imported only the first instalment of Rs. 2 crores worth of nylon yarn out of total allotment of Rs. 9 crores. But prices quoted by the STC leave it a margin of over 200 per cent even according to the revised rates announced recently in conformity with the price reductions announced by the indigenous yarn manufacturers. The market price of nylon is appreciably lower than the STC prices."

So what I have said earlier is corroborated by this statement. So, I would say that this profiteering should be stopped immediately.

One word about the Kandla free port, a very important port. They are going to spend Rs. 1 crore here. What is the progress of this port? It is proceeding at a dead slow speed. Two factories have come into production and they have exported goods worth about Rs. 14 lakhs. It has come to our knowledge that Government is very seriously thinking of having a free trade zone in Delhi also. Let them burn their fingers very well at Kandla and then come here to burn their toes. What is the use of experimenting at Kandla and Delhi and other places? The way in which things are moving I have no doubt that Kandla free trade zone is going to be another

sick institution and that is going to be the headache of the hon. Minister, Shri Dinesh Singh.

For want of time I could not refer to our trade with the East European countries. Anyhow, I thank the Chair for giving me this opportunity.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): Mr. Deputy-Speaker, I have been hearing with great interest the hon. Members speaking on various topics concerning the Ministry of Commerce. I shall deal only with a few topics, leaving the most important problems to the Minister who will wind up the debate.

The last speaker, Shri Birla, talked about STC. In this House there are two views about State trading. One view is that there should be no State trading at all and the very idea of State trading is abhorrent. The other view is that we should have State trading and that we should see that more and more things are brought under State control. This divergence of views can be very well understood because it is the difference in ideology The Government as such has to take a rational practical view as to how the trade and commerce of the country has to be put on a balanced footing.

SHRI C. K. BHATTACHARYYA (Raiganj): About profiteering by STC there is only one view in the House that profiteering should be stopped.

15 HRS.

SHRI MOHD. SHAFI QURESHI I would like to point out that State trading is not a phenomenon peculiar to India. It is present in one form or another in almost all the free economies of the world and almost all the western countries.

We have to judge the functioning of STC since it entered the trade by its results. I have seen a tendency in certain quarters to complain whenever the STC enters any field that it is a big profit-making organisation and it is doing its business at the cost of other private individuals. That is not the case. The real position is that in 1963-64, when bifurcation took place and MMTC was separated from STC, the total earnings of the STC were about Rs. 8.9 crores. Since that time the earnings of STC have gone up to Rs. 160 crores. This shows the tremendous increase in the amount of business that the STC is doing. Also, it is not only one particular commodity that the STC is dealing with. It has been dealing with nearly 105 commodities and it has tapped new sources for our products and for our imports also.

I will take up the export programme of the Corporation which falls into five main groups: firstly, railway equipment; secondly, engineering goods including machine tools and manufactures of small industries; thirdly, chemicals, drugs and pharmaceuticals; fourthly, consumer goods, prominent items being leather footwear and components, wigs and wiglets and other human hair products. and woollen knitwear and textiles; and fifthly, fresh fruits including bananas and fruit juices.

15.01 hrs.

[SHRI G. S. DHILLON *in the Chair*]

These are the items where we can see a definite shift from the traditional to the non-traditional goods. STC is not dealing in traditional commodities; that field is entirely left to private enterprise. What the STC is doing—and it is very necessary for the development of trade of this country—is that it is establishing new markets where we can sell our non-traditional goods and commodities. This is something really very commendable and we must be appreciative of the efforts of the STC. It has suc-

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cessfully made dents in some of the markets where possibly other developed countries have absolutely failed. This goes to the credit of the STC that they have been able to secure new markets for our products.

Taking the question of railway wagons, hon. Members will be pleased to see that the Corporation signed a contract with Messrs Wikex of Hungary for the supply of 500 flat four-wheeler wagons valued at Rs. 25 millions and these wagons have already been supplied. The other order is for about 1,500 wagons valued at Rs. 75 millions to the same firm which will be supplied by 1970. An offer has been made for the supply of railway rolling stock to Poland and a larger tender for the supply of 2,000 wagons to New Zealand is under negotiation. Ceylon, Burma and Senegal are the other buyers of Indian wagons.

The STC has recently won a global tender in the face of fiercest international competition for the supply of 1,100 railway wagons valued at Rs. 80 millions to the Korean National Railway. Hon. Members would know that while this tender was there, UK, USA, Japan and other developed countries were in the field and it is really commendable on the part of the STC to have achieved this unique countries were in the field and it is something which goes to the credit of the STC.

SHRI PILOO MODY: At what price?

SHRI MOHD. SHAFI QURESHI: Recently we have signed another agreement for the supply of 2,000 wagons to the USSR and this supply is to go up to 10,000 wagons per year.

Then, I come to other engineering goods. We have seen that the developments in the engineering industry have been very commendable. Our exports in 1970-71 are expected to touch a peak figure of Rs. 100 crores for engineering goods. We have seen its development in various parts of the country. Mostly, Punjab is far ahead in developing this small-scale industry. The STC has also entered this trade, not as a competitor of these people but as a supporter, because STC has got a bigger machinery. It can give market information to the small-scale industry people and it can tell them what goods are required by the sophisticated world market outside. That way it has not only helped itself but it has considerably helped and brought about an expansion of the market for our engineering goods abroad.

The exports of engineering goods in 1966-67 through the STC were of the order of Rs. 13 millions and during 1967-68 the exports are expected to be of the order of Rs. 15.5 millions. This coupled with the increase in the private industry from Rs. 38 crores to about Rs. 70 crores and to Rs. 100 crores is itself indicative of the fact that the STC has come into the field as a helper, a supporter, a guide to the engineering industry in this country.

Coming to other items of export by the STC which include chemicals, the Corporation exported many kinds of chemical products. Here I would like hon. Members to note the fact that the private exporters were exporting these very chemicals at a very low rate. It was when the STC entered the market in a big way that the Government of India were in a position to obtain a better price for our exports and thus increase our earnings of foreign exchange.

The Corporation has been exporting mercuric oxide, gum resin, chrome pigments, zinc phosphate, non-soapy detergents, washing powder, sodium bichromate, aspirin etc. for about

Rs. 16 millions in 1965-66. In addition, steps were taken for the export of other chemicals, such as raw petroleum coke, ethanol, methanol, drugs and pharmaceuticals, turpentine, naphtha naphthalene and bleaching powder. Here, the price which the STC was able to get is this. For example, in the case of raw petroleum coke, where the private trade was selling at 13 pounds c.i.f., the Corporation was able to sell at 18.5 pounds per tonne f.o.b. This shows a considerable increase in our foreign exchange earnings. Similarly, in the case of naphtha, as against the sale by private firms at 14 dollars per tonne, the Corporation was able to raise it to 18 dollars per tonne. In the case of molasses also, the price was of the order of 11 dollars per tonne which was raised, within a year, to an average price of 24 dollars per tonne. This itself shows how the STC by entering into the export market has been able to get a better price for our commodities.

The other items in which the STC has now entered the export market includes the footwear. Some Members here pointed out that the STC was making huge profits. It is not that. What the STC has done is that it has organised small cooperatives and it is taking the supplies from small indigenous manufacturers and then it is creating an export market for them. It is not that the STC is coming as a middle-man in between and taking the profits at the cost of the producers. The fact remains that we would not have been able to sell these things and that it is because of the efforts of the STC that the figure of exports of about 7 million in 1956-57 has come now to about 54 million in 1967-68. This shows a tremendous increase. The benefits of this spectacular rise in exports, aggregating to about Rs. 22 crore over the last 11 years, have gone almost entirely to the small-scale sector of the industry. What the STC has done in this foot-wear trade is that they have tapped new markets and they have also been able to sell new products and to have diversification of foot-ware. Now, we are selling cowboy shoes to USA and to Canada and there is a possibility of selling our footware to other developed countries of the world.

Coming to the export of knitwear, in this also, in the year 1962-63, the exports of these items effected by the Corporation amounted to about Rs. 1.2 crores and it increased to about Rs. 3.5 crore in 1966-67. It will now come to about Rs. 3.75 crores. The Corporation is now expected to touch a figure of Rs. 20 crores in this footware. By this trading by the Corporation, it has eliminated in a big way undercutting by our own private industrial people here because small-scale industry people are not in a position to export in bulk and in whatever quantities they were previously exporting, they were undercutting each other and we were having lesser foreign exchange realisations. By getting all these people together, by the STC coming as a saviour and as a big trader, it has been able to get all the products from the small-scale sector of the industry and market them in the foreign markets of the world and to earn much needed foreign exchange for the country. (*Interruption*).

I am not trying to draw a very rosy picture of the STC as my hon. friend, possibly, is trying to form from what I have been saying. I am grateful to him. But the facts are there. One cannot ignore the facts. It is no use closing eyes and having an ostrich-like attitude about that, saying, the STC is doing nothing, everything is bad in the STC and all that. Of course, I can admit that the Corporation is being run by human beings and they are not infallible. They are likely to make mistakes. How is one to learn? One has to learn by mistakes. We have been learning and we have become much wiser.

About other exports, the most important is that of Human Hair. This was a new line for the Corporation

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because it is the private individuals who were previously exporting Human Hair and were undercutting each other and getting a very low price. Prior to the entry of the Corporation in this field, the export from this country of Human Hair was in the region of 37,000 kgs. and the unit value of these exports was in the region of Rs. 80 per kg. By its efforts, the Corporation has been able to push up the total exports to 72,000 kgs. of the value of Rs. 1 crore. It is because of the efforts of the STC that 1 kg. of Human Hair is getting as much that of 1 kg. of silver hair.

SHRI PILOO MODY: I hope the Government is not thinking of nationalising Human Hair.

SHRI MOHD. SHAFI QURESHI: After listening to Mr. Piloo Mody, I would like to nationalise human flesh.... (*Interruptions*).

We must see the other functions of the STC. The STC has been exporting now fruit to different countries, and now it has taken over the export of banana. The Corporation's efforts have also made it possible to initiate export of fruit juice to East European countries, and in 1967-68, fruit juice worth about Rs. 14 lakhs was exported to these countries. So, you can see how diversified the trade has become with the entry of STC into the trade.

The other aspect of the STC is the imports by the STC. Mr. Birla was just now telling us that nylon yarn which the STC has been importing has been selling at 200 per cent profit. It is a very gentlemanly admission on his part because Nirlons and other J.K. industries are selling this nylon yarn at Rs. 2 higher than the price which has been fixed by the STC; naturally, they are making more than 300 per cent profit on it....

SHRI M. AMERSEY (Banaskantha): They have an excise duty to pay, which the imported yarn does not pay.

SHRI MOHD. SHAFI QURESHI: I wish a person like Mr. Manubhai would not be so ignorant. They are getting caprolectan, the raw material for nylon. There is no excise duty on caprolectan, while the STC has to pay customs and excise duties on nylon yarn. They are getting the raw material for nylon yarn. What is my hon. friend talking? They have not to pay customs duty on that; even if it is there, it is at a much lower rate. They were making more than 700 per cent profit. That is why the STC has entered into the market.

श्री मधु लिमये : (मुंगेर) आप इसको बरदाश्त करते रहे हैं और अब आप उनको डांट रहे हैं। इस वास्ते हमको भी आपको डांट की जरूरत पड़ गई आप क्यों सात सौ फीसदी मुनाफा बरदाश्त करते हैं ?

श्री मुहम्मद शफी कुरैशी : आपको डांटने की इतनी आदत पड़ गई है कि आपकी डांट कोई मानता नहीं है।

It is our effort to see that whatever nylon yarn we bring into STC is made available. If we depress the price of the nylon yarn at this time, all the industries will have to close down and go lock, stock and barrel. What about unemployment problem then? At that time, Mr. Madhu Limaye will come and ask, "What about the labour force? What about the poor people?"

श्री मधु लिमये : वह तो कहूंगा ही। हमें उनका भी खयाल रखना है।

SHRI MOHD. SHAFI QURESHI: Not only of the labour, but of the management, of the consumer industries as a whole. This is what I say. By entering the import market, the STC has done a very good service to this country. I would quote a few examples. This country was importing newsprint and still is importing newsprint. It was done by private parties. Prior to these arrangements, indivi-

dual Indian newspapers were importing standard newsprint at an average price of 200 dollars per metric tonne; this was in the year 1960-61. With the entry of the STC into the import market, the price has come down to 145 dollars per metric tonne, a decrease of about 55 dollars per metric tonne. This achievement goes to the STC. If we had left this trade to a few unscrupulous traders within the country, then possibly the price would have been much higher. It was because of the entry of the STC into the import market that we have been able to bring down the prices.

The same thing happened with photographic goods, vegetable oils, sulphur and rock phosphate, mercury and other items. I do not want to take much time on this because I have to cover two or three important matters.

Mr. Vasudevan Nair talked about rubber, cashew, coir and marine products. I quite appreciate whatever sentiments he has expressed. My friend wants to see a gold mine in the Arabian Sea. I wish he had seen it nearer home on the shores of Kerala where thousands and thousands of coir workers and marine workers are living in rags. It is not our fault, if a coir worker is getting only this much. I think, this is the only State in the whole of India where the workers are the lowest paid. Out of 7 lakh workers who are in the coir industry, more than 4 lakhs are women, and an average worker is getting 70 paise for a work-day of nine hours. Is it the fault of the Central Government? There is the Minimum Wages Act. Why does Mr. Vasudevan Nair not see that the State implements that Act there. Instead of seeing a gold mine in the Arabian Sea, he can see real gold which is glittering there.

So far as rubber is concerned, the hon. Member said that we are importing rubber in order to benefit some big industrialists here. If he cares to read the figures in this report he would have known the correct position. From 1963 onwards the production of rubber has been going up as also the consumption. But the gap between consumption and production is not filled. That is why we had to import rubber in 1963-64. As against the consumption of 61,155 thousand tonnes the production was 37,487 thousand tonnes. We had to import 20 thousand tonnes. In 1964 the same was the position. I will give the latest figures. The production in 1967-68 will be of the order of 57,684 thousand tonnes. While consumption would be 61,254 thousand tonnes saying that the price of rubber would remain depressed till Government stopped import of rubber is not correct. Whatever imports were to be made and whatever had come to the industry had been staggered over long periods so that the indigenous rubber price does not get depressed. I would like to make it clear to the hon. Member from Kerala that high price will destroy the rubber industry in Kerala. There are certain old plantations and nobody will be replacing these and they will continue with them, affecting the rubber industry and new plantations. Nor is depressed price so good for the the rubber industry. So something between the high price and very low price is inevitable and some reasonable price for rubber has to be fixed, for the promotion of rubber industry in Kerala which will benefit the grower, the manufacturer and the ultimate consumer.

Government cannot take an isolated view. They cannot think in terms of grower only, they have to think of consumers' preferences also. So far as rubber production is concerned, the grower must get his due, the manufacturer must get reasonable rates and the end-product, whatever is manufactured, has to be given to the consumer at reasonable rates.

So far as cashews are concerned, Sir, we are not hiding the fact that we are importing more than 60 per cent of raw cashews. What is the panacea for all this? It is not that we

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can overnight, by some magic wand, produce all the cashew that we require. What is required is a sustained and determined effort to see that we grow more cashews in this country itself. The countries from which we were importing these raw cashews have now become independent and they have also realised that it is better not to send raw materials out but to send finished and semi-finished commodities out of the country. We should bear this in mind and keeping this in mind, we should realise that the panacea for the ills of the cashew industry is more production, more plantation; and for that purpose we require the assistance and the co-operation of all sectors concerned, whether it is the State Governments, or Central Government or leaders of political parties, because it is a human problem.

So far as marine production is concerned, a reference was made that we require some addition to the fleet of trawlers. The position is that we have tried to help this industry quite a lot. Hon. Members would see that Government has realised that for deep sea fishing trawlers are very necessary. The more catch they have the more exportable surplus they can have in their hands. And for this the Commerce Ministry has agreed to release number of trawlers which will be imported.

SHRI VASUDEVAN NAIR: Have you got complaints from the exporters of sea food industry that you are importing these trawlers through a few other exporters who are not connected with this industry at all?

SHRI MOHD. SHAFI QURESHI: They will be distributed to all the persons who are engaged in this trade. There is no question of giving it to somebody else. The Ministry would see to it that whatever imports are made for the benefit of the marine industry are given to this particular industry and to no other industry.

About the coir industry, Sir, I was there for four days and I had the privilege of having Mr. Gopalan, Mrs. Gopalan and Mr. Sreekantan Nair with me. But the basic fact remains that the coir industry has to be developed within the State also. What is happening is: the hessian which is the basic raw material for it has to be retted in water for six months. This retting capacity is not there for the poor coir growers. And this is exploited by the big money-bags there. I would, therefore, request that the Government of Kerala should create a buffer stock and also create the retting facilities and release it at a reasonable price to the spinners at a later stage. This is for the State Government to do. So far as we are concerned, our job is to see that the export of yarn and exports of coir products go up. The Government recently have reduced the duties to see that the effects of devaluation of the pound are not felt by this industry and the manufacturers of the coir and that the yarn starts moving as usual. I do not think there is any other point. The other points will be covered by the Minister.

SHRI S. KANDAPPAN (Mettur): What about handloom?

SHRI MOHD. SHAFI QURESHI: Yes, the hon. Member, Mr. Kandappan, mentioned about the handloom industry facing a crisis. We very well realise that this is one of the industries, one of the largest cottage industries which gives vocational employment to thousands and thousands of people and it is the job of the Government to see that the handlooms do not suffer in any way. But the basic fact remains that at this time there is a glut in the handloom market and it is our endeavour to see that the handlooms start moving out and the exports of handlooms go up. For this the Government has taken up certain measures. Recently, the four

Chief Ministers of the Southern States met to review the whole situation and certain decisions were taken there and they are under the consideration of the Government and I can assure the hon. Member, Mr. Kandappan, that every effort will be made by the Government to see that the handloom industry does not suffer in any way.

SHRI S. KANDAPPAN: I would like the hon. Minister to answer the two points that I have made.

One is: keeping in view the consumer tastes in the countries to which we are exporting our fabrics and to see that the modern design should be carried to the industry, there must be some machinery to see that our handloom industry is modernised so that they could compete in the world market. My other suggestion was that the Government should see to it that the yarn prices do not go beyond the reach of the handloom weaver, by building a buffer stock or by some other method.

श्री न० रा० देवघरे (नागपुर) : किन किन चार प्रांतों के चीफ मिनिस्टर्ज की बैठक हुई है ?

SHRI MOHD. SHAFI QURESHI: Madras, Kerala, Andhra and Mysore.

So far as the question of exports is concerned, as my hon. friend knows, we suffered very badly so far as Bleeding Madras was concerned. What happened in that particular fabric was that there was over-zealousness on the part of exporters, there was overstocking in the United States, there were imitations made by those countries and there were other countries which had also entered the market and they had imitated this particular fabric. The result was very disastrous. From an export figure of Rs. 10 crores, the earnings from this particular fabric have gone down to Rs. 7 or 8 crores. We have learnt a bitter lesson.

The other point the hon. Member has made that in order to compete in the world market and for the benefit of handloom weavers, the modern designs should be carried to the industry, will be kept in mind.

Another point the hon. Member made was that of shifting the All India Handloom Board to Madras. Sir, the All India Handloom Board is an advisory body with no secretariat of its own. The Textile Commissioner is its Chairman and the Addl. Textile Commissioner is the Vice-Chairman and the Director in the Textile Commissioner's office is the Secretary of the Board. This explains why we are having this Board in Bombay. There is no other reason for this. If the Handloom Board had a separate secretariat, one can understand shifting it to Madras.

So far as the supply of yarn to the handloom sector is concerned, that is under Government's review. I think the hon. Members would know within a week's time the definite, positive steps the Government are going to take to see that yarn is available to the handloom sector at reasonable rates.

Mr. CHAIRMAN: Now, Shri Surendranath Dwivedy. He should conclude in nine minutes, because his party has already exhausted most of the time allotted to it.

SHRI SURENDRANATH DWIVEDY (Kendrapara): I am conscious of the brief time at my disposal and I shall confine my remarks to the cut motion that I have tabled. That is in regard to the jute industry and the price of raw jute with which this Ministry is primarily concerned.

After devaluation it was expected that our export earnings would go up. But it is a matter of regret that so far as the jute export is concerned, which was one of the largest export-earners for us, it has been admitted that in 1966-67, the earnings have fallen down

[Shri Surendranath Dwivedy]

by 49.7 million dollars as compared to 1965-66. There is no assurance that it will go up in the coming year. Although it has been admitted that in the latter half of 1967-68, there are indications of improvement, I feel that they are not such as would encourage a very optimistic view of the immediate future. Why should that be so? I do not think the Ministry has explained this position anywhere.

Of course, the Ministry has pointed out certain difficulties due to competition from other countries, non-availability of raw jute etc. But we find that very little effort has been made to get over these difficulties and to remove them. The industry complains that there is no margin left for them. I do not know how far it is true. We find that the jute manufacturers and the jute industrialists almost monopolise the entire thing beginning from raw jute, the cultivation of jute and the marketing outside. Since this is an important industry which brings the largest foreign exchange for us, the Ministry should have a comprehensive plan right from the beginning. Take, for instance, raw jute.

I read in some paper that the All India Jute Manufacturers' Association would like to have a buffer stock. The Ministry has agreed for a buffer stock, but they point out that the entire production of jute is not likely to go beyond 7.6 million bales of jute, but their requirements so far as internal consumption and the other necessities including those of the industry are concerned may be slightly more than what is being produced at the present moment, and, therefore, the industrialists want that our country should import raw jute from Thailand. I am glad to observe in the report that Government are going to stop this import and they have cancelled the open general licence. I hope they will stick to that policy.

So far as import is concerned, I do not want to go into the details for want of time, but it is known to everybody what sort of blackmarketing and other nefarious practices are going on so far as the import of jute from Thailand is concerned.

So far as the jute mill industry is concerned, I would like to know whether Government have made any review in this regard and whether they have gone into this question thoroughly and they are in a position to tell us whether really this industry has a case. Why are they losing? As you know, this industry is concentrated in some places, whatever may be the reasons for that. They exploit the labour because the labour wage board reports are never implemented, and at the same time they have almost been given the monopoly to purchase raw jute. They purchase at the cost of the agriculturists. The Minister may come forward and say that 'we have recently taken measures to give price support; it was Rs. 35 previously, now we are giving Rs. 40'. But Rs. 40 where? At Calcutta. I had asked a question to which the reply came that the STC is purchasing, there is no paucity of funds. But figures disclose that actually not even one-tenth of the entire jute production is purchased by STC. It buys through the co-operative marketing societies that exist in different States. I do not know whether these societies have the requisite machinery to do it. But whatever it is, the price for raw jute of Rs. 40 is fixed at Calcutta. It is also admitted that if the jute grower has to sell in other centres than Calcutta, he gets a much lesser price, sometimes Rs. 25, Rs. 20, like that. I am not talking of mesta; I know it would fetch a much lower price. But quality jute never gets a good price. The middlemen who purchase this jute from the growers at a lower price make much profit out of it. If only a fraction is purchased by STC, what is the good? If you want to give a uniform price, price support, then it must be avail-

able to jute growers wherever they are. They must be assured that the STC would purchase the jute, whether through merchants or other agency, at least Rs. 40.

I ask why, in view of the importance of this industry, does the STC not take over the entire purchase of jute? It may appoint merchants as agents, after fixing the price. Then the agriculturists would be assured that a minimum price would be available to them. Because as has been observed, the production of jute varies from year to year, and that is very much related to the price. If the price falls, immediately the jute grower also leaves production. It happens every year. So in order to get over this difficulty and attain self-sufficiency, I think the time has come when STC should enter the market in a big way and purchase directly through government or other agencies from the growers.

Coming to the question of the mills, the jute industry is concentrated in a few places. There are 10 in West Bengal, 4 in Madras, 3 in Bihar, 3 in UP and one in Madhya Pradesh. You will find that Madras and MP practically do not grow jute. The jute growing is mainly concentrated in West Bengal, Bihar, Assam, Orissa, UP and Tripura.

What do we find? The requirements of West Bengal jute mills are much more than the production in that State. So they have to get jute from other places. For their benefit only, the price is fixed at Calcutta. There are several other reasons for it. As has been pointed out, four or five mills were to be closed down because of various difficulties. This is because they are concentrated at one or two places and other places are completely ignored. I know my time is up and that is why I do not want to refer to other points. Repeated efforts were made by the jute growers in Orissa to set up a jute mill there. In U.P., M.P. and even Madras there are jute mills. The production of jute in U.P. is less than half of what is produced in Orissa and even qualitatively Orissa jute is better and the production in Orissa is sufficient to feed two mills. I know it for a fact that in 1965 the Government of Orissa forwarded a proposal for setting up a co-operative jute mill and provide money in the Fourth Plan but a licence was not given and the Government was asked not to proceed with the matter. The present Government has not sent them any fresh proposal. I want to know why the Orissa proposal was not accepted by the Government of India. No capitalist is going to set up an industry there. The jute growers themselves are prepared to finance the project. The large bulk of jute labourers in Calcutta come from Orissa, I do not, therefore, think there will be any lack of trained technicians to run a jute mill. Paradip port is there for export purposes. If permission is given to start a jute mill, it will facilitate industrialisation of the State and at the same time the grower will get a better price. If the STC does not come into the field, they can go to the door of the mill straight and sell it there. Where there is no jute production, they have given a licence but they have not given a licence to Orissa where jute is produced. I have given a cut motion to press this point. Government should now at least grant the licence for setting up a co-operative jute mill in Orissa.

SHRI P. GOPALAN (Tellicherry): The commerce ministry has tried to paint a rosy picture of the recent trends in our foreign trade in its report by saying that our export trade has exhibited buoyancy during 1967.

15.40 HRS.

[MR. DEPUTY-SPEAKER *in the Chair*]

Certain figures are given to substantiate to their case. There is a jugglery with figures perhaps with a view to conceal the real crisis in operation

[Shri P. Gopalan]

and hoodwink the people. It is shown that there is a sizable decline in trade deficit in 1967 to the tune of 110 million US dollars. But the same figures show that the trade deficit in terms of rupees had gone up from Rs. 667.26 crores in 1966 to Rs. 751.9 crores in 1967. According to the Reserve Bank figures the balance of trade deficit for December alone is Rs. 56.8 crores. This shows that there is a gap of Rs. 808 crores during the last 12 months. This has been described as buoyancy in export trade. Even granting that there is a nominal increase in export trade, does it mean that it is a permanent phenomenon or a temporary phenomenon? At what cost was this nominal increase in export trade brought about? You are giving concessions in railway freights and so many other concessions in the name of export promotion. Even after substantial sums of money from the public exchequer had been lost to these people, there has been a nominal increase in our export trade. It has added to the misery of the common people of our country. What type of export promotion councils you are having? They are dominated by smugglers and racketeers and people of that sort. By these promotion councils they want to promote their own interest instead of promoting the interests of this country. Where is the sign of buoyancy? I take this as a word of a consolation to a dying patient by a doctor who is treating him. It is in the knowledge of all that the balance of trade gap has reached such dangerous proportion that the entire economy is being threatened. According to the figures given by the Reserve Bank, the balance of trade deficit has been widening year after year:

1961-62	.. Rs. 431	crores.
1962-63	.. Rs. 446	,,
1963-64	.. Rs. 429	,,
1964-65	.. Rs. 532	,,
1965-66	.. Rs. 603	,,
1966-67	.. Rs. 844	,,

This gives clear picture of the sorrowful plight of our economy which is inseparably intertwined with the world capitalist market.

Let us examine now the basic reasons for the increase in the balance of payments deficit. A major part of our export trade is with capitalist countries of the West. The price of commodities that we export to these countries has been coming down year after year while the price of commodities that we import from them had been gradually going up. The table given by the Commerce Ministry on page 139 of the report shows the decline in prices. The price of carpet backing cloth had gone down between 1966 and 1967 from 657 to 611 US dollars. Sacking cloth has gone down from 422 to 297, of cashew kernels from 1238 to 1101, of pepper from 847 to 709 and of cardamoms from 7310 to 6299.

I will now give certain other figures to show how we are looted by the advanced countries. In 1951, the price of burlap jute cloth was 27.22 US dollars for 100 yards. By 1966, it gradually came down to 14 dollars for 100 yards. In 1951, coffee was sold at 48 dollars per 100 lbs. In 1966 it came down to 34 dollars per 100 lbs. Rubber was sold at 54 dollars per 100 pounds in 1951. In 1966 it came down to 35 dollars. The price of coconut oil was 18 dollars per 100 lbs in 1951. In 1966 it came down to 13 dollars. This is the secret why our trade deficit has reached such a dangerous proportion.

Here, we have to take up the question of our trade relations with the so-called developed countries, especially the capitalist countries. It has been calculated that in the year 1966 alone, the entire developing countries in the world had a loss of seven billion dollars because of unfavourable terms of trade. If the total loss for the developing countries from 1951 to 1966 is taken into account, it comes to about 63 billion dollars, that is, Rs. 47,250 crores. This is more than

twice the national income of our country at the current prices.

As far as India is concerned, between 1951 and 1966, our terms of trade have become 16 per cent more unfavourable to our country. This is the way in which the developed countries are helping the developing countries. In this connection, I would like to quote Mr. Jose Maglhaes Pinto, the leader of the Brazilian delegation to the UNCTAD II.

He said:

"In the present situation the poor countries are contributing to the accumulation of wealth in the industrialised nations through trade. Resources are transferred from the underdeveloped to the developed, from the poor to the rich, like a blood transfusion in reverse, from the weak to the strong."

He goes on to say:

"If Brazilian exports in 1967 were valued at 1953 price-levels, our revenue in terms of foreign exchange would have amounted to 2.5 billion dollars, or 800 million dollars more than what we actually received. Accordingly, it follows that in the period from 1954 to 1966, Brazil lost the equivalent of five billion dollars, a sum that exceeds all forms of foreign assistance during the same time span."

In the case of our country also, we are allowing this blood transfusion in reverse to be operated, even though our entire economy is on the deathbed. We know that more than 80 per cent of the total export trade in the world is controlled by the so-called developed countries of the world. They do not want to give any concessions and they do not want to give up their privileged position that they are enjoying at present. That is the reason why UNCTAD II has failed to achieve any substantial results.

Now let me come to the question of domestic trade. Our domestic trade has fallen down and our domestic market has shrunk. The result of this is that the rate of rise in industrial production has gradually fallen down. In 1963, our industrial production increased by 9.4 per cent than the previous year. In 1964, it increased by only 6.3 per cent. In 1965, by 5.6 per cent, and in 1966, by 2.6 per cent. In 1967, it increased only by 1.4 per cent. This is what Mr. Dinesh Singh calls the buoyancy in trade, and here we see that our entire economy is suffering from various crises. The textile industry is in a crisis, the handloom industry in Kerala is facing a serious crisis, an unprecedented crisis. I do not want to go into all these details, but I would just like to mention something about the State Trading Corporation's functioning.

The State Trading Corporation has been rightly termed as slow trading corporation. Trade in the hands of this State Trading Corporation is moving very slow. Moreover, it is facing a stiff competition at the hands of the private trading agencies. Therefore, the only remedy is nationalisation of import and export trade.

Lastly, I would like to say something about the UNCTAD II Conference which was recently held. Yesterday, when Mr. Dinesh Singh was speaking about the role that India has played, he said that India has played a glorious role in the UNCTAD Conference. What has been the achievement of this conference? What has been the role of India? India was cringing before the capitalist countries for crumbs. What was the result of this conference? Nothing substantial came out of it. The developed countries, or the capitalist countries in the world especially, threw some crumbs and you have had to cringe for concessions with a begging bowl in your hands, and that is the result of this UNCTAD Conference. At least you have been left in the lurch by those godfathers upon whom you pinned your hope for the development of our economy.

[Shri P. Gopalan]

I have no hope that this Government will depart from the policies you are following, nor can you do so. The reason is very clear. Your economy is closely intertwined with the world capitalist economy, which itself has entered the stage of moribund capitalism. The devaluation of the pound sterling and the serious dollar crisis have shattered the myth of stability of capitalist economy. All the capitalist countries in the world expressed concern at the sinking of the dollar except one. And that, is India. Our Finance Minister said, he was not at all perturbed by the dollar crisis. Why should you be concerned about it when your whole economy is tied to the US economy and you are surrendering one by one the great posts of independence and economic freedom to the imperialist countries in this world?

MR. DEPUTY-SPEAKER: He should conclude now.

SHRI P. GOPALAN: Yes, Sir. In Asia, there is a country which has build up an independent and powerful economy without depending upon any powers. That is China. You may disagree with the political system there. You may have some boundary dispute with that country, but the fact remains that China has built up within 19 years of independence a powerful economy and has provided a good future and prosperous life for the 750 million people of that country. This is an example of the benefits of following an independent economy, but you have failed and you have not been able to build an independent economy.

15.52 HRS.

STATEMENT RE: TELECOMMUNICATION SERVICES BETWEEN INDIA AND PAKISTAN

THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (DR. RAM SUBHAG SINGH): A meeting of the representatives of the Tele-communication Administrations of India and Pakistan was held at New Delhi from March 30 to April 2, 1968.

The Indian Team was led by Mr. L. C. Jain, Chairman, P & T Board and the Pakistan Team was led by Mr. Mir Mohammad Hussain, Director-General, Telegraph and Telephone.

The two Teams reviewed the working of the telecommunication services in the light of the Agreement signed at Karachi on October 11, 1967. It was observed that there was steady improvement in the services between the two countries after these were fully restored on November 1, 1967. The meeting discussed measures to be taken for further improvement in these services. In this regard various measures were agreed upon. Both the Administrations agreed to instal improved equipment in their respective countries on the three major routes, namely, Lahore-Amritsar-New Delhi, Calcutta-Dacca and Karachi-Jodhpur-Bombay. It is hoped to complete these improvements by the middle of May, 1968.

The two Teams examined the Pattern of traffic between the two countries and it was felt that, to ensure free flow of traffic between the two countries, accounting procedures could be conveniently simplified to the mutual benefit of both the countries. After discussions it was agreed that for terminal traffic exchanged between the two countries, there may be no sharing of revenues. This arrangement will be effective for all traffic between the two countries from November 1, 1967.

It was also agreed that the telegraph and telephone rates for traffic from one country to the other may be streamlined and these should be comparable in the two directions. The

two Teams agreed that depending upon the growth of traffic, further upgrading of the circuits both in respect of quality and capacity, would be kept under review.

The discussions were held in a cordial atmosphere and there was genuine desire on both sides to encourage the flow of telecommunication traffic between the two countries.

GENERAL BUDGET—DEMANDS FOR GRANTS 1968-69—*contd.*

MINISTRY OF COMMERCE—*contd.*

श्री कामेश्वर सिंह (खगरिया) : उपाध्यक्ष महोदय, वाणिज्य और व्यापार मंत्रालय का जो कार्य है, वह बहुत ही टेढ़ा है और अभी तक जितने भी मंत्री इसमें आये हैं, मैं आपके विश्वास के साथ कहता हूं, कोई भी अपने कार्य को ठीक से नहीं कर पाया है । अभी अभी श्री कुरेशी साहब ने कहा कि प्राइवेट सेक्टर को नाइलान यार्न पर 700 फीसदी का फायदा है। इससे यह साफ जाहिर होता है कि सभी मन्त्री अकर्मण्य है और यह जो विभाग है, वह पूरी तरह से काम नहीं कर पा रहा है। मैं आपको बताऊंगा जिससे साफ जाहिर होगा कि कितनी बड़ी धांधली इस विभाग में आज तक होती आ रही है। पिछले साल भी श्री मधु लिमये ने कई बातों पर जोर डाला था, कई कागजात भी विभाग को दिये थे परन्तु किसी की भी जांच नहीं हुई किसी की भी जांच नहीं करवाई गई पता नहीं मंत्रियों को विभागीय अफसरों से डर लगता है या कोई और बात है।

प्राइवेट सेक्टर में नाइलोन यार्न पर जो इतना अधिक फायदा है, उसमें सरकार का बहुत बड़ा दोष है। नाइलान का कपड़ा चाहे एक रुपया मीटर हो या दस रुपया मीटर हो, एक्साइज ड्यूटी दस नये पैसे प्रति मीटर है। इससे जो छोटे बुनकर सूरत इत्यादि में उनको बहुत ही घाटा है परन्तु जो बड़े मिल मालिक हैं उनको फायदा है। यही वजह है कि सरकार ने एक्साइज ड्यूटी दोनों पर एकसां रखी है। यदि आप छोटे बुनकरों पर तीन प्रतिशत एक्साइज ड्यूटी कर दें तो शायद उनको बहुत ही राहत मिल जायेगी। परन्तु सरकार यह कभी नहीं कर सकती है, यह मुझे पूरा विश्वास है क्योंकि इस विभाग पर मंत्रियों का कोई भी अधिकार नहीं है ।

जे० के० वाले भी नाइलान का फाइबर बनाते हैं, उनको बहुत फायदा है। प्राइवेट सेक्टर को तो मंत्री महोदय ने स्वीकार ही किया है परन्तु इससे भी खराब हालत एम० टी० सी० में है एम० टी० सी० जो नाइलान यार्न इम्पोर्ट कर रहा है उसमें उनको 60 प्रतिशत का फायदा है। मंत्री महोदय बतायेंगे कि क्या किसी भी पब्लिक कम्पनी जो कि जनता की कम्पनी हो, जनता के पैसे से बनी हो, उसे 60 प्रतिशत का फायदा लेना चाहिये ? इसका मुख्य कारण यह है कि एम० टी० सी० के जो अधिकारीगण है उन पर हमारे मंत्रियों का कोई भी अधिकार नहीं है वे जो चाहते है मनमाना करते हैं। पिछले साल जबकि इटली के साथ 32 लाख पचास हजार पाउण्ड का ट्रेड एग्रीमेंट नाइलान यार्न के इम्पोर्ट के लिये साइन हुआ, उसके पहले भी 30 लाख रुपये का नाइलान यार्न इम्पोर्ट कर चुके थे । यह सात कम्पनियों के साथ व्यापारिक समझौता हुआ मैं विश्वास के साथ कहता हूं कि एस० टी० सी० इस कदर मुनाफा कमा रहा है, आखिर यह मुनाफा कहां से आता है, सरकार तो खरीदती नहीं है, गरीब जनता ही खरीदती है परन्तु इस बात का इन पर कोई असर नहीं है ।

[श्री कामेश्वर सिंह]

एस० टी० सी०—इस सदन के सामने अब कोई नई चीज नहीं रह गई है, सलफर डील के बारे में सभी को मालूम है। उसके बाद नाइलान का कांड आपके सामने है। मैं मन्त्री महोदय से अनुरोध करूंगा कि नाइलान यार्न में जो तस्करी चल रही है, जो स्मगलिंग हो रही है, उसको रोकने के लिए, प्राइवेट सेक्टर में नाइलान यार्न पर जो प्राफिट है, उसको घटावें, उस पर प्रतिबन्ध लगावें तथा एस० टी० सी० को नाइलान यार्न के इम्पोर्ट से जो फायदा है 60 प्रतिशत का, उसको भी घटावें। जब तक सरकार इसको नहीं घटायेगी तब तक स्मगलर्स को इन्सेन्टिव मिलता रहेगा और तस्करी करते रहेंगे। आजकल आवश्यक नहीं है कि लोग सिर्फ सोना ही स्मगल करें। अगर उनको नायलोन में फायदा होगा तो वह नाइलोन इम्पोर्ट करेंगे और वह नइलोन इम्पोर्ट कर रहे हैं।

एस० टी० सी० में जो भी रुपया लगा हुआ है मैं मंत्री महोदय से यह जानना चाहूंगा कि यह कहां तक ठीक है कि एस० टी० सी० को 39 परसेंट का फायदा हो ? कंसल्टेटिव कमेटी की मीटिंग में श्री दिनेश सिंह ने यह बतलाया था :

"Commerce Minister, Dinesh Singh, is understood to have indicated at a meeting of the Consultative Committee attached to the Commerce Ministry that the Government was considering the appointment of a committee to review the activities of the State Trading Corporation."

16.00 HRS.

उपाध्यक्ष महोदय, मैं आपकी मार्फत मंत्री महोदय से यह कहना चाहूंगा कि यह जो कमेटी बनेगी उस में वह अपने चमचों को न रखें.....

एक माननीय सदस्य : श्री मधु लिमये को रखिये।

श्री कामेश्वर सिंह : मेरा कहना है कि उसमें ऐसे आदमियों को रखिये ऐसे संसद् सदस्यों को रखिये जिनको कि इस बारे में जानकारी हो और जो वहां के कुकांडों को देख सकें और उनको खत्म करा सकें। श्री मधु लिमये को यदि रखना चाहते हैं तो शौक से रखिये। वह इसके लिए बिलकुल ठीक हैं। दरअसल हमारे जो व्यापारी वर्ग के एक्सपीज हैं, सेठ लोग हैं उनको यह डर लगता है कि अगर मधु लिमये इसमें रहेंगे तो भंडाफोड़ हो जायगा। यह एक भय उनको होता है लेकिन मेरा कहना है कि सत्य बात के लिए उन्हें घबड़ाना नहीं चाहिए।

उपाध्यक्ष महोदय, दूसरी बात यह है कि उसी कंसल्टेटिव कमेटी की मीटिंग में कामर्स मिनिस्टर ने यह कहा था :

"The Commerce Minister made it clear that the STC could not function on a no-profit-no-loss basis."

मैं उन से जानना चाहता हूं कि नो प्राफिट नो लौस बेसिस पर फंक्शन न कर के पूरे कैपिटल इनवेस्टमेंट पर यह 39 परसेंट प्राफिट कमाना कहां तक ठीक है ? प्राइवेट कम्पनियों द्वारा इस तरह से मुनाफा कमाने का हम लोग विरोध करते हैं और उस पर कानूनी प्रतिबन्ध चाहते हैं लेकिन एस० टी० सी० जब इस तरह से लम्बा प्राफिट करते है तो हम चुप्पी साध लेते हैं। यह एस० टी० सी० इतना मुनाफा क्यों कमाती है ? यहां से भी हम सभी गरीब जनता चीजें खरीदती है और जनता से इतना अधिक मुनाफा कमाना बिल्कुल गलत व अनुचित बात है। इस चीज़ को बन्द करें।

मैं आप से दूसरी बात यह कहना चाहता हूं कि एस० टी० सी० में जितने भी भ्रष्ट अधिकारीगण हैं उनके खिलाफ़ जांच होनी चाहिए और जांच की रपट, मंत्री महोदय को चाहिए कि इस सदन के पटल पर रक्खें ।

मंत्री महोदय अपने जवाब में कहेंगे कि जांच नहीं होगी परन्तु इससे काम चलने वाला नहीं है । मैं आप के सामने एक ज्वलन्त उदाहरण रखता हू । श्री दुरईस्वामी टैक्सटाइल कमिश्नर थे । मैं यहां पर कहना चाहता हूं कि उन से बड़ा कुकांडी पदाधिकारी मुझे भारत सरकार में कम ही दिखाई पड़ता है । जब सदन के अन्दर उन के कुकांडों का भंडाफोड़ हुआ तो मुझे ऐसा लगता है कि गृह मंत्री और वाणिज्य मंत्री दोनों को श्री दुरईस्वामी से चूंकि डर लगता है इसलिए उन पर अभियोग नहीं लगाये गये, उन पर मुकदमा नहीं चलाया गया और उन को ट्रान्सपोर्ट विभाग में ज्वाएंट सेक्रेटरी की हैसियत से ट्रान्सफर कर दिया गया । मुझे समझ में नहीं आता कि हमारे मंत्रिगण इन भ्रष्ट अधिकारियों से क्यों घबड़ाते हैं ? जो ईमानदार अधिकारी हों उन को बढ़ावा दिया जाना चाहिए लेकिन ऐसे भ्रष्टाचारियों से क्यों मंत्रिगण घबड़ाते हैं ? जाहिर है कि जब तक कोई काला मामला न हो तब तक उन से डरने की इस में कोई बात नहीं है ।

मैंने आप से पहले भी कहा है कि एक्साइज ड्यूटी में बड़े मिलमालिकों को बहुत नाजायज ढंग से फ़ायदा होता है । मैं आप के जरिए मंत्री महोदय से अनुरोध करूंगा कि वाणिज्य मंत्री महोदय इस सदन को यह आश्वासन दें कि एक्साइज ड्यूटी छोटे बुनकरों पर कम लगेगी और बड़े मिल मालिक जो 30 रुपये और 40 रुपये वाला कपड़ा बनाते हैं उस पर अधिक से अधिएक्साइज ड्यटी लगेगी । जाहिर है कि जो कम मूल्य का कपड़ा है उसे बड़े मेठिया लोग नही खरीदेगें उसे छोट लोग ही खरीदेगें ।

डिमांड्स फौर ग्रांट्स के सिलसिले में कामर्स मिनिस्टरी की जो रिपोर्ट है उस में कहा गया है कि टी बोर्ड और काडिमम बोर्डों को काफी पैसा मिलता है और आज कई सालों से बड़ी भारी धनराशि इन व्यापार बोर्डों को मिल रही है । लेकिन उन का काम ठीक नहीं चल पा रहा है और मैं मंत्री महोदय से जानना चाहता हूं कि यह चाय के एक्सपोर्ट में इतनी कमी क्यों हुई है ? सीलोन और हिन्दुस्तान की चाय के एक्सपोर्ट का जो सवाल है तो उस के मुकाबले एक्सपोर्ट करने का वह फासला अब बहुत कम रह गया है लेकिन तो भी हम उस में पिछड़ते जा रहे हैं । आखिर इस के पीछे रहस्य क्या है ? यह जितने भी प्रमोशन बोर्डस हैं उन पर आधिपत्य किस का है ? कुछ पुराने ब्युरोक्रैट्स हैं जिनमें कुछ तो ब्रिटिश साम्राज्यवाद के हितैषी हैं और कुछ उद्योगपतियों के हितैषी हैं । जो विदेशी चाय बागान वाले हैं वह अफ्रीका में अपने नये नये चाय बागान खोल रहे हैं जो हमारा टी बोर्ड है हमारे टी बोर्ड में आदमी हैं उनके ऊपर उन का आधिपत्य है और यही कारण है कि हमारे टी बोर्ड के अधिकारीगण बाहर भारत की चाय बेचने व उस को पापुलराइज करने का प्रयास बहुत कम करते हैं । कामर्स मिनिस्टर ने पिछले साल भी कहा था कि जो सिक टेक्सटाइल मिल्स है उन पर वह ध्यान देगें परन्तु मैं जानना चाहता हूं कि आज तक उन्होंने क्या किया है ?

उपाध्यक्ष महोदय, जो कपड़े के बड़े मिल मालिक हैं वह रूई के दाम को गिराना चाहते हैं तथा इन बड़े मिलमालिकों की वजह से प्रभाव मंत्रियों पर भी चूंकि होता है इसलिए जनता पर उस का बुरा प्रभाव पड़ रहा है । मैं समझता हूं कि मुझे इस चीज को दुहराना नहीं पड़ेगा क्योंकि अपने समूचे भाषण में मैंने इस बात को साफ कर

[श्री कामेश्वर सिंह]

दिया है कि कितना प्रभाव बड़े पूंजीपतियों का हमारे मंत्रियों पर है ? इन पूंजीपतियों का मंत्रियों पर प्रभाव होने के अतिरिक्त कुछ ऊंची और भ्रष्टाचारी अधिकारियों का भी प्रभाव है । उदाहरणार्थ यह दुरईस्वामी हैं जिन्होंने कि टैक्सटाइल कमिश्नर की हैसियत से करोड़ों रुपये कमाया और जब इस सदन में उनका भंडाफोड़ हुआ तो उन्हें ट्रान्सपोर्ट मिनिस्टरी में ज्वाएंट सेक्रेटरी के तौर पर ट्रान्सफर कर दिया गया ।

चूंकि उपाध्यक्ष महोदय, आप घंटी बजा चुके हैं इसलिए मैं यहीं पर अपना भाषण समाप्त करता हूं ।

SHRI BEDABRATA BARUA (Kaliabor): Mr. Deputy-Speaker, Sir, a lot has already been said about the State Trading Corporation. Even Mr. Amersey had only this much to say that the State Trading Corporation has lost Human Hair trade in Hong Kong when, in actual fact, we have increased the export from 37,000 to 72,000 kg. and even the unit price has gone up by 50 per cent. That is on record. Actually, it is a very good sign.

Sir, State trading which has been accepted throughout the world and has been accepted even in such capitalist countries as USA has come to stay in India and it is showing very good results by and large whatever minor defects there may be. Even when it is a question of bulk trading, the State Trading Corporation has done very well. Even in the case of *chappals* which, unfortunately, came to be criticised, what has been done is that we are finding new markets in East European countries and that matter has been mentioned here. The *chappal* trade of the State Trading Corporation has gone entirely to the benefit of small traders. That has been said. One should really recognise the facts as facts. As Mr. Vasudevan Nair said in regard to Mr. Amersey, the facts are to be recognised and the facts of life are to be recognised. This is also a fact that India today is no longer a supplier of raw materials and an importer of machinery. It has somewhat reversed that position. In regard to supply from bananas to railway wagons, India is doing very well through the State Trading Corporation.

As I will not have enough time, I would straightway come to the problem of cotton textile industry. Last year, the cotton textile industry said that the cotton prices were high, 15 per cent above the ceiling price, and so the controls should go and all that. This year, there is a bumper harvest and cotton prices have come down. Sometimes it is the floor price and sometimes it is even below the floor price. The cultivators allege that they are not getting the proper price. Even then, it is said that there is a crisis and on the basis of that crisis, only the other day there was a demand that there should be a three-tier demand—rejection of export duty and some other things and so also controlled purchase price of cotton, regulated purchase of cotton and to decontrol, that familiar slogan. This time, they say it is clearly based on the public interest. I am not prepared to concede that the public interest can be so much safe in the hands of the textile industry. They have not done what is absolutely essential and what they have done in the other countries of the world. It is an old and established industry; it is not an infant industry; it cannot be an infant industry. It is not entitled to protection. In India all the industries want to be infant industries, sometimes bald-headed infants; every industry wants to be an infant for all times. This is the type of policy that they want the Government to implement, which is an impossibility unless we want to finish our own people.

SHRIMATI TARKESHWARI SINHA: They no longer remain infants; they become infantile.

SHRI BEDABRATA BARUA: The National Labour Commission went into the problems of the textile industry and it has come to the conclusion that it is the traditional machinery which is responsible; the methods that are operated and the machinery are 30 per cent below the efficiency of similar machinery in other countries. In view of these things, in view of the fact that they are operating in these ways, it was very well said yesterday in the FICCI by one of the delegates, Mr. Kesariwal, who is not supposed to be a person like me given to leftism, that the textile industry has minted money for twenty years. After making money for twenty years, they have always diverted it for other purposes, and they are now to give two reasons for it: one is the joint family system; whenever there is a profit, purchase something else invest somewhere else; secondly, there are more profitable avenues; for textiles, Government is there, government must give excise relief the tax-burden on the people should be more and more. That is what they demand. I want the Government to see that these motives do not allow the textile industry to gherao our aconomy itself. What is necessary today is to go into the textile industry in a big way. Perhaps the Textile Corporation proposal has gone to the Cabinet Committee. I hope, the Minister will see to it that this becomes a success and the Textile Corporation takes over the industry, not only so far as exports are concerned. but also in regard to indigenous production and indigenous market.

Then I would come to the tea industry. It is an industry which is dominated by the European interests even now. So far as the trade is concerned, 98 per cent of the brokers trade is in the hands of Europeans. Unfortunately even the Tea Board continues to be influenced by the Europeans because there are so many Europeans there. What are these European interests doing? I can tell you my experience in Assam; I have found that they have completely neglected all those operations in tea that lead to extension and replantation of tea gardens. Now this is essential and vital for greater and greater exports. What they have done is that they have stopped all these operations which are very essential for maintenance; they are only doing the plucking which is very cheap. If the other operations are not done, then the industry will automatically go to dogs. But the money will be collected. Whatever is the effort of the Government, it will fail unless the problem of the Europeans trying to abandon these gardens in favour of some other gardens outside India is also taken into consideration. This is a very important problem which s not receiving the attention which it deserves.

I also think that, so far as the trade channel is concerned, it needs to be taken over by the Government. The question of packaging has been raised several times in this House. but because it is a very vital question, it needs to be raised again and again. So far as packaging is concerned, we cannot continue to be the supplier of raw materials of tea to the British market; at some point we have to see that we strike an equation with the Britishers in this regard; otherwise, the control of Brooke Bond over distribution of tea in England and other countries will be broken. It is a very important problem, it needs a lot of attention and it has to be solved.

So far as jute industry is concerned, the jute industry in India is a foreign-exchange earner and it is not like cotton where we really import Rs. 100 crores of cotton dyeing and machinery and export around Rs. 80 crores. It is not an export industry at all. It is said that we are giving incentives. But the question is, how can the jute industry survive? It cannot survive against competition only on the basis that Government subsidises some of the plants. Some form of modernisation is necessary. What is happening is that they have very little by way of research. If the jute industry has to survive, it must produce jute-based fabrics, and those jute-based fabrics

[Shri Bedabrata Barua]

must be of the type of textiles. They must be sold. They are producing something, but not to the extent that is necessary. The jute industry must be completely reorientated. It should start with producing jute fabrics and those varieties that are attractive enough and they could face competition in respect of traditional carpet-backing, hessian and sacking. There has been very strict competition and the demand has been made that Government should come to the aid of the jute industry. Government has to help the industry which wants to help itself. Self-help must be there in the jute industry and they must be able to help themselves.

Jute industry, or for that matter, the cotton industry also, need to be told that they have to modernise under compulsion. If they do not modernise under compulsion and we do not force them, what will happen is clear. They should not be allowed to declare profits unless they modernise. If this position is accepted a certain amount of compulsion is to be applied to those people who have never been able to look beyond their noses.

The country is moving fast, the economy is in doldrums. The textile industry's demand for decontrol is nothing more than the realisation of the fact that 25 per cent of the national income will go up this year and increased national income implies that the poor people will be purchasing clothes. Some of the increase in this respect will go to clothing and there would be a demand for clothes. So they want to mop up certain of these things. This is a dangerous proposal. The textile industry should not only see for their own welfare they must want not only their own survival, but the survival of the entire country and in this they should try to get the cooperation and assistance of every section of the population.

SHRI R. K. AMIN (Dhanduka): Mr. Deputy Speaker, Sir, last year, while speaking on the Demands of the Ministry of Commerce, I referred to two requisite qualities of a person who must head the Ministry of Commerce, and these qualities were that he should not act like Hamlet without a Prince of Denmark and the second quality was that he should have the business acumen in him. The experience of the last years has shown me that he has not improved upon. He has not shown them at all. The classic example is the cotton policy, adopted by the Ministry during this year. In this context, I am reminded of a title of a novel whose title was 'Island of Snakes'. There was one sentence in that novel where it was said that it is a place where there are no snakes. The same thing is with the cotton policy; I don't find any policy there, whatsoever. Let me give you one example. Regarding Cotton-67. In the beginning of this year the price of that cotton started somewhere around Rs. 2400. It fell down as low as Rs. 1800 and again it has gone up to Rs. 2150. Your policy with regard to agricultural prices is to avoid fluctuations, to avoid even wide fluctuations and to see that the real equilibrium prices prevail in the market. If at all the Government's help is required by way of support prices or some Government action is required it should be to see that the prices are as near as the equilibrium prices, as the normal prices, as possible. Instead of that, although there is the declared policy regarding cotton there is no policy followed by the Government. On the contrary, whatever restrictions they imposed they are going against the interests of the cultivators. Now the support prices which they fixed last year were very very low as compared to the prices of other commodities. Even though they have fixed the support prices during the year when the prices should be a little higher, looking to other prices the Government ought to have acted accordingly i.e. supported cotton prices at a little

higher level. But they did not act. On the contrary, they even imposed those restrictions which were against the interests of cultivators. Let me give you one example. This is a seasonal crop. At the end of April the whole crop will come into the market. For about 8 months somebody has to keep it in stock, may be the mills; may be the merchant, may be the cultivator, but, somewhere in the community, somebody will have to keep it in stock. On the one hand, the Government imposed restrictions on the mills that they could not keep more than two months or three months' stocks. Therefore the mill-owners will not keep any stock whatsoever. As regards the traders some traders will be ready to hold the stocks but the restrictions of the Reserve Bank will come in the way. They will not be given credit. So they will also be reluctant to keep the stock. So the entire burden will fall on the shoulders of that section which is the least able to bear it. It will be those people, the poor cultivators. So there will be distress sales on their part and the prices will be very low. Then, soon after, in the months of May and June the prices will again go up because by then the total estimate is known and the total demand is known. The prices are going to be a little higher than what they are prevailing now. Even compared to the foreign prices they are very low but the Government will not do anything. Why did they not allow hedging in cotton? If they did that, it will spread out the risk over the period of one year and then the people though they are holding the stock they will not be bearing the risk. That sort of situation could have been created. But the Minister did not allow that hedging to come into existence. Nor would he remove those restrictions on the part of the mill. He did not do anything at all to reduce or to remove the restrictions on credit with the result that the cultivators throughout this period suffered a lot. Now that the entire stock will come into the hands of the trader, prices will begin to rise. Cultivators will not have any advantage whatsoever. The advantage will be shifted either to the mills or to the traders. And this is not only happening once or twice or this year, it is happening throughout this period of the last 25 years. That is why I say it is an island of snakes and it is a place where there are no snakes at all.

The second classic example I am giving you is about the UNCTAD II. Now, in the morning the Minister replied that 4 or 5 Members of Parliament were put as observers at this Conference. But they were all from his own Party. Now what is our purpose in the UNCTAD—it is to explain to those people who are attending that Conference, that the developed countries must contribute to the fund for development of the developing countries. They must remove restrictions so that our trade can be encouraged or we should think of even forming some common market or free trade area for the under-developed countries. Now who could best put forward this idea to these people who are attending the Conference? Those people who attended were talking in terms of their fargon-Commodity-shunting, and multiple rates and so on. You must have send a person who is not only conversant with the political life but also conversant with the international trade. Had you put such persons, your job could have been done better. So far as the UNCTAD and the principles governing our policy are concerned, there are no party differences. We are all one on that. Will any one in this House say that we do not want contribution from developed countries to the developing countries? Who does not agree with the view that the developed countries should remove certain restrictions in order to encourage trade from the developing countries? We agree on things like that. We want persons who can go there and create a proper atmosphere so that a happy compromise could be reached and a suitable atmosphere is created for that and our country can thereby benefit. If that was the idea that the hon.

[Shri R. K. Amin]

Minister had in mind, he could have selected proper persons. But what has happened is that imbibed with politics and power they did not see beyond their nose. I hope that the hon. Minister will see beyond his nose in future.

SHRI BABURAO PATEL (Shajapur): I have to tell a long story in a very short time. It is a popular story. It is about the State Trading Corporation. We heard a lot of fairy tales from Shri Mohd. Shafi Qureshi, and one feels almost very proud of the STC as one concern in this country which cannot be found anywhere else in the world.

During the last year, the transactions of the STC amounted to Rs. 156 crores. On this turnover it made a profit of Rs. 87 lakhs, which works out to 0·6 per cent. It is a very disgraceful performance for a concern with Rs. 2 crores paid-up capital and Rs. 775 lakhs taken as loan from the State Bank of India.

I do not say that we do not want the STC. We do want it. All progressive countries have some sort of an organisation on this basis. But a good thing requires good people to work it out. We require very honest persons at the head of the STC to work out the good idea. The point is whether we have these persons?

Recently, the Committee on Public Undertakings had given us a report on the sulphur deal involving crores of rupees. In this sulphur deal we were introduced to two Jewrish brothers, Muskat Brothers, by the chairman of the STC. These were bootbrokers; for the first time in their life, they were introduced to sulphur by the chairman of the STC. These people did not know any thing about sulphur, but they happened to be the friends of the chairman and the chairman got them interested in the sulphur business, with the result that we arrived at a contract of Rs. 15 crores which Shri Sachin Chaudhuri, the then Finance Minister refused to sanction in the first instance, when it was put up before him at 2:30 p.m. on the 23rd August. This was surprise sprung upon him. He said that such a big deal could not be done without proper investigation. The STC people got scared of the attitude of the Finance Minister. At four o'clock he was bamboozled into signing and sactioning that order. This was contract of Rs. 15 crores out of which.....

SHRI N. K. P. SALVE (Betul): Bamboozled by whom?

SHRI BABURAO PATEL: By the Secretary of the Commerce Ministry and the Secretary of the Finance Ministry and by the Chairman of the STC. He had to agree. His remark on this occasion is very significant. He says:

> "I have discussed the matter with Secretary and Shri Krishnamoorthi...."

I do not know who this man is.

> "I understand the question has been discussed thoroughly by the concerned officers. While price seems to be steep the risk of losing the bargain is also real. The lesser of the two evils seems to be to accept the offer.".

This was therefore an evil and it was the lesser of the two evils so that a bigger one was avoided. And what was this evil?

In this evil the chairman of the STC had found two brothers willing to co-operate with him to deprive India of Rs. 5 crores in America. He also found somebod in India by the name of Mrs. Satya Dutt, who had floated a bogus company by the name of Amarjyoti. She was to get Rs. 11 lakhs by way of commission for doing nothing. These are two bogus concerns.

This contract was signed on the 7th of September while an official inquiry was afoot in America regarding the credentials of these Muskat Brothers. Dun and Bradstreet were the

people who were asked to submit a report on these Muskat Brothers. But before the report could arrive, after bamboozling our then Finance Minister, the Chairman of the STC managed to get the contract signed on 7th September. On 10th September the report from Dun and Bradstreet arrived saying that Muskat Bros. did not have even a bank account with a respectable bank and that its office was very small, I am told it was even smaller than the bathrooms we have in the Secretariat.

AN HON MEMBER: Bathrooms are very big.

SHRI BABURAO PATEL: That is right.

After this, there was only one clause which saved us—a performance bond to be executed by Muskat Bros. under which 5 per cent was to be deposited with the Government of India. No bank in America would be prepared to take the risk with Muskat Bros. But what did our people do? STC deposited Rs. 15 crores of rupees in the Chase Manhattan Bank to the credit of this Muskat Bros. It was what they call a letter of credit. The whole amount was paid within a day. On this payment which was a loan from the State Bank of India, Rs. 9 lakhs had to be paid as interest. This is something fantastic, never done in any country in any trade, but it is being done in this country. And we are told here by Shri Qureshi that this is the best Corporation in the country—a Corporation which loses Rs. 9 lakhs by way of interest and pays in advance Rs. 15 crores from this country to a bogus firm and is prepared to pay Rs. 11 laks commission to a person like Mrs. Satya Dutt, of another bogus firm. I want to know how this Corporation can be called the best Corporation of this country.

Fortunately, the Chase Manhattan Bank did not accept the credentials of Muskat Bros. and refused to guarantee the performance bond till the end. Shri G. S. Sial, one of the directors of STC, flew to America to persuade the bank on behalf of STC to give the guarantee. Still they did not give it. With the result that the whole bargain fell through. This was the only luck India had in the last 20 years.

Subsequently, what has been the behaviour of STC? I asked questions about clearing agents, their names, the names of their handling agents, the names of insurance agents. They refused to give me the information on the ground that it was not in the interest of the Corporation to give it. I would like to know what is secret about clearing agents? Clearing agents are people who are business concerns. They usually advertise for them and call Tenders from them. They should have given that information; but they have not given it.

Are you going to ring the bell, Sir?

MR. DEPUTY-SPEAKER: Please conclude.

SHRI BABURAO PATEL: Let me finish the story.

This man Shri M. R. Dutt, Shrimati Satya Dutt's husband has again appeared on the scene in the boot deal we have with Muskat Bros, Dunbar Boot Co. and Oval Industries. They were only boot brokers; they go around as boot hawkers from one bootmaker to another to sell. They do not manufacture at all. Here again Shri M. R. Dutt has appeared under a different name Messrs. M. R. Dutt and Co. He has been given Rs. 13,000 commission for selling our boots to America. Not satisfied with that, there was a commission of Rs. 30,000 given as advance to him. Why? We do not have money to pay our teachers. We do not have money to pay our pensioners. But we have enough money to pay an unknown man Rs. 30,000 advance commission which is not even due to him. Why? Why is this favour being shown to one man? The same man again and again appears on the scene. He must be related to one of the officers of STC. I will now tell you what the STC Chairman tried to do.

[Shri Baburao Patel]

My article appeared in the newspaper regarding the money spent by the STC in travel expenses. They spent Rs. 9 lakhs in three years in overseas travel and we are supposed to be short of foreign exchange. Where the hell do we get the money to spend in picnics in foreign countries? Why did we do so? When my article appeared, this man tried to contact me personally and did come to my place one day and tried to persuade me not to say anything more about it. As an individual any person can come to a Member of Parliament. But he did not stop there; he went to the Rajmata of Gwalior and tried to influence her because I happened to be a representative of the Rajmata. The Rajmata called me and told me: "I do not know this man; this man phoned me in his capacity as Chairman of the STC and he tried to tell me: ask Baburao Patel to keep quiet....." (*Interruptions*). (*An Hon. Member*) It is a question of privilege). After that, I wrote him a letter on 21st February. In that I had written to him that I was not prepared for the surprise he gave me by his meeting the Rajmata. I wrote:

"Though you did not know her personally you had called on her and tried to influence her mind regarding my article on the sulphur deal by STC. The gracious lady did not know anything abut the sulphur scandal till you handed her a reprint of my article and requested her to talk to me about your *bona fides*.

Till the point that you called on me I cannot take much objection to your visit because being a Member of Parliment I have to receive people to know the other side of any vexed problem. I, therefore, do not blame you for that. But when you called on Her Highness the Rajmata of Gwalior knowing that I was her representative in Parliament and asking her to influence me because of her hold over me I think you did a wrong thing.

Such a practice can be called a corrupt practice if one looks at it morally. It was indiscreet of you to try to influence the Rajmata. You have created an embarrassing situation between the Rajmata and myself. She did not know what to say and she was apologetic to me... Anyway, I am placing this incident on record so that you do not again perform the circus stunt of rushing to Her Highness the Rajmata and creating further embarrassment....."

श्री शशि भूषण वाजपेयी (खागा) : उपाध्यक्ष महोदय यह आबजेक्शनेबल है। अब कोई राजमाता नहीं है। इस वक्त राजमाता मदर आफ़ स्टेट, कौन है ?

SHRI BABURAO PATEL: Now-a-days bureaucrats are becoming bigger than the ministers and they are giving a wrong twist to the country's future. Bureaucracy must be stopped at a certain stage and that can be done only by the Ministers themselves. But at the moment what is happening is that the Ministers have been turned into the scavengers of bureaucracy. And that is a disgrace.

SHRI BAL RAJ MADHOK (South Delhi) Will he be suspended on the basis of this statement? We want a categorical answer.... (*Interruptions*)

SHRI RANDHIR SINGH (Rohtak): That is too much—ministers are scavengers of bureaucrats. What is this?

SHRI SHIVAJIRAO S. DESHMUKH (Parbhani): He is an hon. Member of this House and the constitution enjoins on him that he should represent his constituents. Can he say on the floor of the House that he is representing one individual howsoever high the individual might be placed?

MR. DEPUTY-SPEAKER: If he is a candidate set up by an individual

he can say about it.... (*Interruptions.*)

SHRI TENNETI VISHWANATHAM (Visakhapatnam): From the letter written by Shri Baburao Patel it is clear that the Chairman of the State Trading Corporation wanted to obstruct a Member of Parliament from discharging his duties in a responsible way. This is a point of privilege and therefore I am drawing your attention to it. Tomorrow I shall give it in writing.

MR. DEPUTY-SPEAKER: It is a serious matter. If you pursue it and if we find it in order, we shall take it up.

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): May I first of all thank the hon. Members for the kind suggestions they had given about the work of the Commerce Ministry. I am grateful to them not only for the suggestions that they have made but also for the co-operation they had extended to me personally and to the work of the Ministry. In the short time available to me perhaps it may not be possible for me to go into the details of all the suggestions that might have been made. May I assure the hon. Members that the points they had made will be fully gone into and any specific point which they may still wish to pursue, they are free to write to me about it or take it up with me in a appropriate manner.

Perhaps the most important aspect of this ministry which has caught the attention of the hon. Members is the textile industry and I should like to take this opportunity to begin my reply by referring to the problems of the textile industry. You are aware this is our oldest industry and there are about 600 mills employing about ten lakhs of workers. Although this is the oldest industry, it has been facing difficulties for sometime. But it is not the textile industry in this country alone but the textile industry all over the world which is in the doldrums. You will have an idea of the magnitude of the problem when you know that a committee which went into the question of the modernisation of the textile industry felt that the modest contribution that might have to be made for the modernisation of this industry in the next five years—total modernisation may not be possible—would be of the order of Rs. 200 crores. We are naturally at the disposal of the House. If they wish to allot so much money for the modernisation of this industry it has to be done. Take for instance the modernisation effort that is going on in Japan. In 1964, they had announced that they would need approximately 648 million dollars for the modernisation of the Japnese textile industry. That was only three years ago. We know that old machinery that existed here, and also the new competition it has to face from synthetics and others.

SHRI RANDHIR SINGH: One point has been pinching me. I want your ruling. Is it parliamentary to call or say that ministers are scavengers of bureaucrats?

MR. DEPUTY-SPEAKER: He had used it in a figurative way. I do not think it is unparliamentary.

SHRI DINESH SINGH: How little has been ploughed back into this industry. The other day I gave this figure. In the first plan period the provision for investment in the textiles other than synthetics was Rs. 20 crores. In the second Plan it went up to Rs. 50 crores. In the third Plan it came down to Rs. 34.5 crores. All the while the investment in the synthetic field went up from Rs. 8 crores in the first Plan to Rs. 34 crores in the second and to Rs. 75 crores in the third. Similarly, if you look at the engineering industry it went up from Rs. 46 crores in the first Plan to Rs. 175 crores in the second Plan and to Rs. 525 crores in the third Plan. Now, there is this tremendous imbalance that exists in this industry where there is no ploughing in. On the other hand, money is being taken out of this industry and invested in others. If I may with your permission give one

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or two examples: take the Delhi Cloth and General Mills Co., Ltd. They have now diversified some cotton textiles to caustic soda, to chemicals, to vanaspati, to fertilisers, to sugar and to confectionery and alcohol. Take again the century Spinning and Manufacturing Co. From cotton textiles, they have diversified to rayon, caustic soda, tyres. I have a whole series of this. Unless the industry wishes to put money back into cotton textiles industry, how does it expect the Government by waving a magic wand to say that everything will be done? The hon. Members have been making serious suggestions to the Government that Government must do everything to modernize this industry, and with all respect, may I ask them, how do they expect Government to do it when there is no will on the part of the textile industrialists themselves to modernize it and this is a matter of serious concern to the country. I would, therefore, like to take this opportunity of speaking in this august House to say that unless the industry goes into a large programme of modernization, no Government will be able to remove the ills of this industry.

I may also say that tremendous pressures will be put on the workers by the management to say that they are going to close down because either the cotton price is too high or labour cost is high and unless labour and the growers are going to weld themselves firmly and stay together and boldly face the owners of this industry, I think we are going to have a lot of trouble in the times to come. Therefore, this would be an opportunity for the growers to grow cotton and also for the workers in this industry to take this seriously and try to have themselves welded in strong organisations by which they can defend themselves should this industry be intentionally put into greater difficulties in the future. From the Government I can say that we shall do everything in our capacity to help this industry if they wish to modernize it in a scientific and reasonable manner. As it is, we have made available better credit facilities to this industry to buy machinery. The Reserve Bank has also set up a committee to go into this to see how they can help the capital of this industry which needs modernization. We have also tried to help this industry by encouraging its exports and we are giving considerable incentives to the products of this industry to find overseas markets.

This House has also expressed considerable concern about cotton prices and I know my friend and colleagues from Maharashtra and from Gujarat and other States have been very greatly concerned about the falling prices and, may I say, at the outset, that my sympathy is entirely with them and with the growers of cotton who have had to face tremendous fluctuations in the price of cotton in the last few months. They are fully aware that to some extent we were rather hesitant when the question came last time of the removal of control over cotton. We were afraid that there may be a wide fluctuation of prices in cotton and I had, with all due respect, tried to caution them even then that lifting of the control was not going to be a solution for the price of cotton. Nevertheless, they were anxious and we were anxious to go along with them to see that perhaps by lifting this it may be possible to do it. We did announce a support price for cotton based in terms of the earlier considerations. Although there has been wide fluctuation the price has not fallen below the support price we had fixed.

SHRI SHIVAJIRAO S. DESHMUKH: Your support prices are not real.

SHRI DINESH SINGH: What is real and what is unreal in this world depends on which philosophy one follows about reality.

SHRI SHIVAJIRAO S. DESHMUKH: When you raised the ceiling twice or thrice, you did not raise the floor price, so, it is not real. It is simple arithmetic.

SHRI DINESH SINGH: The hon. member knows that the cotton prices had not fallen in any appreciable way below the ceilings and in fact there had been a greater demand, according to the multipliers, to increase the price of controlled cloth. He knows all that. This is a larger question in which we shall have to find out what will be the profitability of any agricultural commodity. At present there is a variation between the profitability of various agricultural commodities. Sometimes there is demand for cotton and cotton price goes up. Every farmer rushes into producing cotton. By that time, there is a surplus and price goes down. Then he rushes into another commodity. So the poor farmer faces the prospect of losing practically every year. Therefore the real solution lies in a more scientific distribution of our cash crops and foodgrains. According to Mr. Piloo Mody, this will go against his entire concept of life of a free economy, where the poor farmer gets as little as possible and the industrialist gets as much as he can. I regret deeply I cannot be a party to the philosophy he is advocating.

SHRI S. KANDAPPAN: Are you buying it at the floor price if the price goes below that?

SHRI DINESH SINGH: When we say support price of course we shall give support. That is automatic.

SHRI S. KANDAPPAN: What is the *modus operandi* of implementing it? I have a genuine fear that within a few months, there is going to be a fall in price.

SHRI DINESH SINGH: With due respect to the hon. member, it is not a genuine fear. The bulk of the cotton is moving away from the hands of the farmer into the hands of the traders. It is unlikely that prices will fall. If anything, they will go up. He is also aware that when price support did become necessary in the case of jute, we used the agency of the STC. This is one aspect.

The other aspect is the yield of cotton in this country. Roughly the yield has been, in 1960-61 it was 112. Then it moved to 93 in 1961-62, 109 in 1962-63, 108 in 1963-64 and 105 in 1964-65. It has been on the decline while even in a neighbouring country like Pakistan it went up from 198 to 229. And the main thing we have to concentrate on, if I may say so to my farmer friends in the House, is that every effort has got to be made to increase the yield of cotton. There is no other alternative for the better price that they want for cotton. For this the Government has already announced some measures of help and this will be further strengthened. This is the only way by which they will be able to get a more remunerative price. If we compare the Indian price of cotton with the price of cotton obtaining in Pakistan—I have the figures with me here,—our cotton price is higher than the cotton price of Pakistan, and we have to compete on an international basis. Therefore, we have to look at the international prices in this respect.

There have been some suggestions from my hon. friends in this regard. Again, I am not quite sure as to the benefit which they will bring immediately to the farming community as such but I am willing to go along with them. We shall liberalise the credit facilities that are available to the mills for the purchase of cotton. We shall also ask the industry to withdraw the voluntary restriction that they have imposed and I think it will be possible for them to co-operate with us in this matter.

SHRI SHIVAJI RAO S. DESHMUKH: What about the higher floor price.

SHRI DINESH SINGH: The hon. Member knows that it could be done only next year. We shall ask the Agricultural Prices Commission to go

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into it and I will certainly be glad to give a higher floor price, if it is justified. I have no hesitation in saying that.

May I now come to one of the important aspects of our working, namely, foreign trade? As you are all aware, our imports in the year 1966-67 amounted to Rs. 1,900 crores approximately as aginst our export of nearly Rs. 1,100 crores, leaving a gap of Rs. 800 crores. I think it is Shri Goel of the Jan Sangh who said that the index of prosperity lies in the balance that one maintains in trade. I entirely agree with him that balance of trade in favour of a country is very desirable. But I would not say that it is the index of prosperity of a country. In a developing country it is normal for the community to borrow from outside to be able to increase its rate of development and that by itself should not be a inhibiting factor, provided we generate in the country the means of repayment; and, over a period of time, if the repayment targets are met, it will bring stability to our currency and to the economic situation in our country. This is what we have been attempting to do.

We have been attempting to give greater encouragement to our exports. The House is aware of the cash incentives that we are giving to selected items which have export potential and which have not yet been able to develop large markets to be able to sell profitably. This is not what we call traditional items of export but the new items of export that we are developing. This year we had the opportunity of having a detailed discussion on the nature of the goods and assess the amount that would be necessary and the goods on which it would be necessary. I think that the arrangement that has been worked out has been, by and large, found to be a satisfactory one.

May I also say that it has been our effort to have a continuous look at the possibility of increasing our exports and towards that end we have already decreased some of the export duties? There has been some suggestion that the entire range of export duty should be done away with. Our only point is that that will not necessarily increase our foreign earnings. That will only bring down the unit value of our goods and thereby rather reducing our foreign exchange earnings. So, it will not be in our interest to completely do away with certain export duties which are essential to maintain the unit value in markets abroad.

The House is aware that in the import policy I have announced yesterday we have again given certain facilities for export. An industry which has the capacity to export 10 per cent of its product will get preference in the selection of sources for its raw materials and also for its expansion.

17 HRS.

At the same time, we have brought in certain restrictions which will restrict imports from abroad. We have had a new look at the possibility of banning more and more items also in that large import requirements will have to be advertised so that any item, which can be manufactured or is being manufactured can be brought to the notice of the DG T&D and its import is not allowed.

We have done from our side everything that we could immediately think of to encourage exports and to limit imports. I hope that we shall have the co-operation of this House and the business community at large in our efforts to increase our exports. May I say that though it is a very modest amount, over the period April to December 1967 in comparison with the same period last year, we have been able to increase our exports by 71 million dollars. We are giving facilities now for export finance market research, training in management and also training in exports abroad.

In this connection may I say that a very heartening feature of our eco-

nomy is the possibility that we have of diversifying our economy by having trade with the socialist countries. Some Members I know, are rather allergic to trade with the socialist countries. They feel that the germs of socialism might travel back with the goods that we buy.

SHRI PILOO MODY: That is in addition to loss or profit.

SHRI DINESH SINGH: In this country we have had enough thought on socialism ourselves to borrow from outside. I do not think it necessary to borrow. We have enough thinking people here to provide both the initiative and also the leadership towards our movement in the field of economics of socialism.

If we look at the figures of last year our trade with the socialist countries has been a balanced one—and, in fact, in our favour. While our imports have been at Rs. 208 crores our exports have been Rs. 211 crores. Compared to this our trade with Western Europe and the Americas is very interesting. With Western Europe the imports were Rs. 469 crores as against the exports of Rs. 297 crores and with the Americas, which include the United States, Canada etc., the imports were Rs. 804 crores and the exports Rs. 245 crores. Therefore, perhaps it will be of some help not only to them individually but to the country as a whole if those people, who are very fond of free trade, free market and the rest of it, could encourage greater exports to these free markets which they constantly repeat here like a mantram. We shall see how best they can do in these free markets which they are so fond of.

SHRI BALRAJ MADHOK: If you have failed in exports, why put the blame on others? It is a failure of your policies if you have failed in exports.

SHRI DINESH SINGH: How can I explain to my hon. friend that I do not export? It is the trade that exports.

SHRI S. K. TAPURIAH: (Pali): But that is directed by your policy.

SHRI PILOO MODY: He does not export but he knows how it should be done! All presumption nothing else.

SHRI DINESH SINGH: I was talking of the figures. They are not presumptions; they are facts.... (*Interruption*) Those people fond of market economies, can export themselves. There is no harm.

May I take this opportunity also to say how grateful I am to the House for the support that we received from the House during he UNCTAD II that was held here. As you are aware, this has been the largest conference that we have had in this country and also the largest UN conference ever held outside their headquarters. During this conference we have had an opportunity to discuss some of these problems which hon. Members have raised in this debate and they have heard the answers of the free market economies to their own demands which, I thought, would come to them as a pleasant awakening as to the effort that they have got to make in this regard.

The UNCTAD has given us an opportunity to have a look at the functioning of the international community in the field of the hardest reality of life which is money and we have seen their reactions. We have shared with other countries of the developing world the disappointments at the results, but living in the developing countries our main sustaining force is hope and, therefore, we continue to hope that within a reasonable time some of the ideas that have evolved and developed here will materialise to give the developing countries a better prospect to improve their position.

Now, I have already, at great length, spoken about the UNCTAD in the statement I laid on the floor of the House yesterday and again during the quetion Hour today. Therefore, I should not like to go into any specific items which have already been dealt with. But in the short time, may I deal with one or two points that the hon. Members have raised?

[Shri Dinesh Singh]

Shri Baburao Patel who is, unfortunately, not here gave his piece about the S.T.C. and has gone away. The difficulty for me to reply to him is this that this matter is before a Committee of this House which has sent its views to the Government and the Government have sent replies to them. Unless we have, should I say, an opportunity to settle this matter with this Committee, as you are aware of the convention, I cannot refer to any of those items and, I think, it was unfair for him to have said that when I have not an opportunity to say anything on that. Nevertheless, the facts will be known to the House.

The only thing I would like to say in that connection is that it was a genuine effort made by the State Trading Corporation to try to break the monopoly of sulpher distribution and the import of sulphur into this country. We may have made mistakes in that effort and I very gladly agreed to send it to a Committee of this House for examination because it is only by examination of these mistakes that we can learn. But I hope the House will appreciate the effort that the State Trading Corporation is making to break the monopolies that exist in the counry and to that extent I hope, we shall have the support of the House in the working of the State Trading Corporation.

SHRI BAL RAJ MADHOK: Some specific allegaions were made; certain facts were quoted. I would like to know from the Minister whether he accepts them or contradicts them. Simply glossing over them is not proper.

MR. DEPUTY SPEAKER: Certain matters have been referred to the Committee. If he were, to justify certain things, it would be wrong. Outside the reference of the Committee, if there is any point, he can say something on that.

SHRI N. K. P. SALVE: From the various sections of the House, apart from this story, very many allegations were made against the S.T.C. and the M.M.T.C. I would request the Minister to say something about them.

MR. DEPUTY SPEAKER: Certain matters have been referred to the Committee. They need not be referred to. But outside that, he can refer to other things.

SHRI DATTATRAYA KUNTE (Kolaba): That is not stifling the Committee; he can, surely, give facts.

MR. DEPUTY SPEAKER: I am not saying about facts. He can do it. But if he were to express some opinion in defence of the S.T.C., regarding certain allegations that are before the Committee, that would be wrong.

SHRI DATTATRYA KUNTE: But under that cover, he should not gloss over them.

MR. DEPUTY SPEAKER: I am not giving any cover at all.

SHRI PILOO MODY: They should not have been referred to in the House.

SHRI DINESH SINGH: I quite agree, for the first time, with Mr. Piloo Mody that they should not have been referred to.

I am grateful to Shrimati Sucheta Kripalani for her very useful analysis of the economic situation and the conclusions from it. The only saving factor is to boost our exports. That is what I have been trying to point out. She also referred to the export policy resolution. We have had some discussion in trying to frame this resolution. Because of the large amount of discussion it requires in the various economic Ministries of the Government which are concerned with it, I regret very much that it has not been possible for me to come to this House with the export policy resolution so far. It is our endeavour to prepare one and come before this House with a resolution as soon as we are able to finish our consultations.

She also referred to the dialogue between industry and Government. I entirely agree with her that it is of the greatest importance that we have a meaningful dialogue with industry. It has been my effort to do so. When I have had occasions to meet with industry, I have always said we should have frank and meaningful dialogue between ourselves so that we can be partners in increasing the economic activity in this country but not partners in exploitation. That is the difference I have to make to this House.

My hon. friend, Mr. Salve, made a speech yesterday about devaluation. You are already aware of all the facts and figures of devaluation and its consequences and, I am sure, that if he were to send it to my colleague, the Deputy Prime Minister, he may look at it with great interest.

SHRI N. K. P. SALVE: The steps which we should have taken to making devaluation successful was the main theme. Never mind the devaluation. About the other steps which should have been taken and which fall within the domain of his Ministry, I would request him to say something.

SHRI DINESH SINGH: The only example that I can give is that, as I said, our export have gone up by 71 million dollars. That is an indication of the steps that we have taken, and also about the trade deficits, if I had given the figures earlier, it would have been better.

Mr. Salve has also referred to some point about ferro manganese trade, about which he has also given me a detailed note and he wishes to discuss it with me. I shall be very glad to discuss it with him, and shall take up this matter with him there instead of taking up the time of the House now. But may I say that I am very anxiously looking forward to the vast experience the hon. Member has in the field of business and accounting too, to give me some assistance in looking at the accounts of our public sector business houses. He has been rather busy and I hope, one of these days he will find time to do this.

Shrimai Laxmi Bai referred to Khadi. Perhaps for her convenience, I might say this in Hindi.

खादी के बारे में एक अशोक मेहता कमेटी बनी थी । उस कमेटी ने खादी के बारे में तमाम जांच पड़ताल की थी । उस कमेटी की रिपोर्ट हमारे पास आ गयी है । वह अभी छप रही है। छपने पर सरकार उस पर गौर करेगी और जितनी जल्दी होगा उसे सदन के सामने हम रक्खेंगे और उस के हिसाब से हम लोग उस को देखेंगे ।

श्रीमती लक्ष्मी बाई ने उस सम्बन्ध में एक खास बात यह जरूर कही कि मिनिस्टरों की बीवियों को अवश्य खादी पहननी चाहिए । उन्होंने यह भी कहा कि अगर मंत्रियों की बीवियां खादी न पहनें तो मंत्री लोग उन के हाथ का बना खाना न खायें । अब लक्ष्मीबाई खाना देने वाली हों तो हम लोग शर्त भी रक्खें लेकिन जैसा वह चाहती हैं उस आधार पर अगर घर में हमें खाना नहीं मिलेगा तो हम को बड़ी मुश्किल हो जायगी ।

Mr. Manubhai Amarsey had raised some points. He sent me a note. Unfortunately he had to go away. He was rather concerned about our iron are export trade with Japan. Although he is not here, may I inform his colleagues that we are very conscious of our trade, iron ore trade, with Japan, that we have a long-term agreement with Japan to supply 6 million tonnes per year for the next 15 years from mechanized mines alone, and we are also making a long-term offer to them to supply upto 25 million tonnes per year from 1972 onwards. But may I also say that, while we are happy that we are selling this iron ore, the solution does not lie in selling iron ore but in selling iron instead, so that our own industries which go into the processing derive the best benefit. In this connection, we have made an agreement with the Soviet Union to supply them 200,000 tonnes of steel this year which

[Shri Dinesh Singh]

if all goes well, may increase upto one million tonnes, which will be a considerable movement forward. The House is perhaps aware of the other trade negotiations that we have been carrying out with the Soviet Union; the possibility of their buying rolling stock which they have agreed and the others are well known and I need not go into them again.

Shri Dwivedy had referred to the question of raw jute. He is aware of the complexity of this trade very well. We did try to fix a price for 'Assam Bottom' as landed in Calcutta and in relation to it, the corresponding prices inland, and we worked through the State Government and the co-operatives. Maybe, there have been some difficulties and it is possible because it has been a large operation, but, by and large, I believe that it has been of help to the farmers as such and that we shall have to go into perfection of these institutional arrangements as we gain more experience in it.

Then, there was a question about a Jute mill in Orissa. I have already given reply to the hon. Member in this House about this subject and I do not suppose that it is necessary to repeat that to him at this time.

SHRI SURENDRANATH DWIVEDY: In your reply you said that it is not desirable to have that mill at this moment. That is way I pressed that point. If you again repeat that reply, that will not help.

SHRI DINESH SINGH: My point was this. When I said that it was in connection with the present situation. If the situation turns more favourable, we shall certainly give it our serious consideration and I hope Shri Surendranath Dwivedy will be here to remind us when the time comes.

श्री गुमानमल ठाकुर (सहरसा): उपाध्यक्ष महोदय मैं मंत्री महोदय से यह पूछना चाहता हूं...

श्री दिनेश सिंह : ग्रभी धीरज रखिये। इतनी जल्दी क्या है ? मुझे ग्रपनी बात पूरी कर लेने दीजिये फिर ग्राप शौक से ग्रपना प्रश्न कर लीजियेगा। मैं कहीं जा तो नहीं रहा हूं ? मैं यहीं पर हूं।

Sir, I think, it was Shri Birla who talked about institutional agencies. Unfortunately he is not here just now.

SHRI NAMBIAR (Tiruchirappalli): Mr. Birla's ears are so long that wherever he is in India he will hear.

श्री शिव नारायण (बस्ती) : केरल में भी सुनाई देगा।

SHRI DINESH SINGH: I am grateful to the hon. Member for the information. I was saying that so far as this question of Shri Birla is concerned, he said that we should do away with Tariff Commission. On a number of occasions his own friends have asked us to refer matters to the Tariff Commission because they felt that they were not getting enough in certain respects. I have to point out that he has not suggested any type of alternative machinery. Even if the market becomes free as our friends expect there would still be necessity of some agencies occasionally to go into the cost structures and pricing and all that. In regard to the development councils he has mixed up the development councils in the Ministry of Industrial Development with our Ministry. He has also mentioned about a specific matter namely the purchase of power capacitors worth about Rs. 80 lakhs. I should say something about it. I have only this morning answered a question and I am surprised that he should have taken up the time of the House. I can only repeat that some capacitors came in recently only because of certain licences that were issued to them earlier. These items were restricted before. Now we are allowing these capacitors except in very very limited specialised specifications which become necessary to our industry.

Shri Vasudevan Nair referred to the export of capital. He knows that the export of capital as such is not taking place. It is only the machinery and other things that go as equity participation in foreign countries. It is a good thing. In the first place it helps us in our export effort. It goes for the development of a developing country. This is what we have been talking about in UNCTAD and I think there has been some confusion in his mind in this matter.

Shri P.K. Ghosh has referred to some complaint regarding import of plant and machinery which may be made in the country and if he could have seen the new import policy that I had announced, he would have noticed that before any large import can even be considered, it will be asked of the importing agency to advertise so that the trade as a whole would have an opportunity to see whether they can supply either the whole or the part of it. This, I hope, will prevent unnecessary imports.

SHRI SRADHAKAR SUPAKAR (Sambalpur): What about the import of rice mills from Japan?

SHRI DINESH SINGH: What about it? I do not know what about it. I think it was hy hon. friend, Shri Kameshwar Singh, who made certain suggestions about the excise duty on synthetic art silk and I shall have to look into it. Mr. Madhu Limaye also specially mentioned to me that it should be examined and I said I will be very glad to do so. He also referred to Mr Duraiswami. The House is aware of the Rules that exist at present regarding discussion of conduct of officials. Although there may be a feeling in the minds of Members about what he might or might not have done, it is very difficult for me to comment on the officials. It has gone through the process of examination and should anything be established, then it will be a matter for courts to consider it after it had been completed. Therefore, I am refraining from giving any comments on the matter.

Now, Sir, I think I have dealt with a large number of comments that had been made.

AN HON. MEMBER: What about the nationalisation of international trade? It has been referred to.

SOME HON. MEMBERS *rose*—

MR. DEPUTY SPEAKER: The hon. Members may please resume their seats. I have got half a dozen slips here. People from different regions have questions to put. If I allow one, it will be very difficult to disallow others.

SHRI NAMBIAR *rose*—

MR. DEPUTY SPEAKER: Mr. Nambiar has already exceeded the time limit. I cannot allow.

SHRI NAMBIAR: I am not asking any question, Sir. It is only a clarification that I want.

SHRI GUNANAND THAKUR *rose*—

MR. DEPUTY SPEAKER: Yes. The hon. Minister promised him to reply.

श्री गुणानन्द ठाकुर : उपाध्यक्ष महोदय मैं जूट उपजाने वाले इलाके से आता हूं और जानता हूं कि जूट का दाम पिछले तीन चार वर्षों से गिरता जाता है । वास्तविकता यह है और आप को यह जान कर के आश्चर्य होगा कि बिहार की सरकार इस प्रश्न की ओर जरा भी ध्यान नहीं दे रही हैं । जिस इलाके में जूट का उत्पादन नहीं होता है वहां पर जूट की मिल है और जिस इलाके में जूट काफी है और सब से अधिक होता है वहां पर जूट की मिल नहीं है । नतीजा यह होता है कि जूट के मूल्य क्रमशः गिरते जा रहे हैं और उस का उत्पादन घटता जा रहा है और इस देश में जूट की कमी होती जा रही है । इस लिये मैं खास तौर पर मंत्री जी से कहना चाहता हूं और उन से आग्रह करना चाहता हूं कि जब तक जूट के निर्यात की ओर ध्यान नहीं दिया जायेगा और जूट का मूल्य

[श्री गुणानन्द ठाकुर]

कम से कम 60 रु० मन नहीं रक्खा जायेगा तब तक जूट का भविष्य बड़ा अन्धकारमय है । मंत्री महोदय को जूट के सम्बन्ध में अपनी पालिसी स्पष्ट करनी चाहिये । इस सम्बन्ध में उन्होंने स्पष्ट रूप से कुछ नहीं कहा है ।

श्री विनेश सिंह : उपाध्यक्ष महोदय माननीय सदस्य ने कुछ सुझाव दिया था। ऐग्रिकल्चर प्राइस कमिशन ने उस के जो भाव बतलाये थे पिछली मर्तबा उस से कुछ ज्यादा ही भाव रक्खे गये थे । अब वह अन्दाज से कभी 60 रु० कहते हैं कभी 100 रु० कहते हैं । अब इस का मैं क्या जवाब दूं ? प्राइस कमिशन द्वारा जो भी भावनिश्चित किये जायेंगे वह दाम हम रक्खेंगे ।

MR. DEPUTY SPEAKER: With the permission of the House I shall put all the cut motions together to the vote of the House.

All the cut motions were put and negatived.

SHRI NAMBIAR: The hon. Minister should say something in regard to the closure of the textile mills in the south. About 50,000 workers are gong to be thrown out.

MR. DEPUTY SPEAKER: Order, order. Shri Nambiar should resume his seat. If I have to allow him, then I have to allow Shri S.S. Kothari and half a dozen other Members from the Congress side. I am not permitting anyone to put questions now. The question is:

"That the respective sume not exceeding the amounts shown in the fourth column of the Order Paper, be granted to the President, **to complete** the sums necessary to defray the charges that will in course of payment during the year ending the 31st day of March, 1969, in respect of the Heads of Demands entered in the second column thereof against Demands Nos. 1 to 3 and 103 relating to the Ministry of Commerce.".

The motion was adopted.

SHRI S. S. KOTHARI (Mandsaur): The 'Noes' have it..

MR. DEPUTY-SPEAKER: Now, we shall take up the Demands for Grants.

SHRI S. S. KOTHARI: You do not bear with us for half a minute even, Sir. The 'Noes' have it, the 'Noes' have it. I challenge a division on this motion. You should show us some consideration at least.

MR. DEPUTY-SPEAKER: It is only a protest challenge; it is not a real challenge. Thereore, I do not take any notice of it. Shri Sheo Narain also might challenge. So, what can I do?

SHRI S. S. KOTHARI: Is it not within my rights to challenge it?

[*The motions for Demands for Grants, which were adopted by the Lok Sabha, are reproduced below—Ed.*]

DEMAND NO. 1—MINISTRY OF COMMERCE

"That a sum not exceeding Rs. 38,92,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Commerce'."

DEMAND NO. 2—FOREIGN TRADE

"That a sum not exceeding Rs. 69,46,65,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Foreign Trade'."

DEMAND NO. 3—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF COMMERCE

"That a sum not exceeding Rs. 16,90,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Commerce."

DEMAND NO. 103—CAPITAL OUTLAY OF THE MINISTRY OF COMMERCE

"That a sum not exceeding Rs. 57,48,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay of the Ministry of Commerce'."

17.26 HRS.

MINISTRY OF EDUCATION

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on Demands Nos. 7 to 12 and 105 relating to the Ministry of Education for which 5 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes, indicating the serial number of the cut motions they would like to move.

DEMAND NO. 7—MINISTRY OF EDUCATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 81,34,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Education'."

DEMAND NO. 8—EDUCATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 47,58,43,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Education'."

DEMAND NO. 9—ARCHAEOLOGY

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 1,14,48,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Archaeology'."

DEMAND NO. 10—SURVEY OF INDIA

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 4,48,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Survey of ndia'."

DEMAND NO. 11—GRANTS TO COUNCIL OF SCIENTIFIC AND INDUSTRIAL RESEARCH

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 15,92,09,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Grants to Council of Scientific and Industrial Research."

DEMAND NO. 12—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF EDUCATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 2,95,69,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Education'."

DEMAND NO. 105—CAPITAL OUTLAY OF THE MINISTRY OF EDUCATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 55,26,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay of the Ministry of Education'."

SHRI R. K. AMIN (Dhandhuka): Of all the Ministries in the Government, two Ministries are very similar; they are the Ministry of Education and the Ministry of Agriculture. Both have the convenience of shifting their burden to the States. Whenever there is anything wrong, both these Ministries can shift their burden to the States, and if something good happens then they take the credit for it. Because their functions are not being defined, time and again they can pass the burden on to the States. But this is regrettable in view of the fact that both are dealing with a very important matter. One is dealing with our food and another is dealing with our education. We are dependent on the foreign countries for food and also for our education, and very soon we would like to have these matters cleared up so that we may know where we stand in regard to food as well as education.

What is important in regard to education is that the Central Government should clearly accept the responsibility that they should give enough money for education; in fact, they should not only give enough money but they should see that the money is really spent at the right time and for the right purposes. Secondly, it is the responsibility of the Education Ministry at the Centre to create the right type of climate for the growth of education in this country. These are two basic facts. If these basic duties are accepted then I would like to make a comment on three important things.

They are: firstly whether the Government have fulfilled their obligation for completing free and compulsory education which is our responsibility in the Constitution. Secondly, as far as higher education, (which is the special responsibility of the Central Government), is concerned, whether the right type of standards have been laid down, especially in university education. Thirdly, whether we have been able to create a proper structure of an educational system in this country so that education flourishes in this country. I shall touch on these points in so far as my criticisms or comments are concerned.

The regrettable part of this Ministry is that although the Ministry has been headed by a man of education and culture so far it has always lacked dynamism for all these 17 or 20 years. Unfortunately, also when the present Minister came as the head of the Ministry, being an engineer, educationist and a Vice-Chancellor and one connected with the Kothari Commission, we thought it would be possible for him to instil that dynamism in the Ministry. When he called the MPs committee to discuss the Kothari Comission Report, we all attended it with great zeal, enthusiasm and worked there with all ability put together, devoting all our time. If he asked for a morning

meeting, we went there; if he wanted an evening meeting, we were there; even without bothering about our work in Parliament, we attended it. We thought he was very sincere about it. But that Report has been there for 8 months now. During this period, what has he done about it?

There are so many things in that report which could have been implemented immediately. If we ask him about it, his reply will be that 'I am doing something'. That inability to work, that laziness, or that doing nothing about it, that lack of dynamism in the engineer-educationists-Vice-Chancellor and member of the Kothari Comission is now evident. From whom we expected a great many things, nothing has come out. That is why I am reluctant to grant all the Demands asked by the Ministry.

17.33 hrs.

[SHRI G. S. DHILLON *in the Chair*]

Let me come to my aspect of criticism concerning free and compulsory education. This was required in our country to establish a healthy tradition in democracy. Unless and until our electorate knows what we are going to do, what we do, what we propose to do, they cannot judge who should come and who should not, which party should govern and which should not. Education up to a particular level is basically a must, a precondition, for successful working of democracy. Because of that, our Constitution made it compulsory and free within a certain age group and said that within a period of 10 years from its commencement it must be done. With what urgency have the Central Government handled that issue? Was it lack of finance or was it lack of teachers coming in the way? I can say in our country in both these respects we do not lack the resources. There are so many educated unemployed people. Have Government evolved any organisation through which they can tap that talent and utilise it so that free and compulsory education is given to all in the country? It is only an organisation which could have done the trick. But even that we have not been able to do. Had it been lack of finance and manpower, I could have understood our inability to discharging that obligation. But that was not the reason; the task was not beyond us, yet we have not been able to do it. Neither have the Central Government instilled that incentive in State Governments to fulfil it, nor have they evolved a system by which we could ensure that this thing is done in time.

Then I come to the university education. Here the first and the foremost thing is the head of the university, the Vice-Chancellor. After 20 years of independence, if you see that galaxy of 60 Vice-Chancellors, the manner in which they have been appointed, their qualifications and other attainments, I would have to hang my head down in shame. What is the calibre, what are the qualifications of these sixty vice-chancellors? They are heads of universities—academic and executive heads of no less an institution than a university. Really, a mediocre Government has selected mediocre people and these mediocre vice-chancellors when they become heads of the institutions preferred to have mediocre teacher. Good teachers run away. In economics there is Grasham's law—bad money will drive away good money. Bad heads will drive away the good teachers. No wonder we hear so many character assassinations of vice-chancellors and so many allegations that they even grab money .You must see the selection of teachers in various places. I know a number of cases and I can cite them to the Minister. Without consideration of merits teachers had been appointed. If nepotism is allowed to have its way in the universities, you are playing with the careers

[Shri R. K. Amin]

of young men; it is not like spending 1000 or 1500. You can throw away that money or put that money in the hands of clerks; yet you will not have spoiled the future of young people. But when you appoint bad teachers, you are playing with the future of youngmen. Neither the UGC nor the Ministry has evolved a system to ensure the recruitment of the right type of teachers for the universities. Sometimes defeated politicians are appointed as vice-chancellors; the philosophy behind this seems to be this. In order to have control over the teachers and the students, appoint as heads of universities persons who are under our control. These people do not deserve to be there, yet they are appointed. That is why they fall cheek and jowl before politicians. When the teachers and students see their vice-chancellors, falling cheek and jowl, meek and mild before politicians, bow before them and flatter them, what respect will they have for their vice-chancellor? No wonder there is indiscipline; no wonder the teachers also do not work.

SHRI RANDHIR SINGH: Does he know who appoints the Vice-Chancellors? Is the Central Government appointing them?

SHRI R. K. AMIN: Let me go to the teachers. What is a university if it is not a teachers' community—it is not buildings or students that make the university. The Government should know that importance must be given to where it really belongs. Teachers are not important in our country. It is a pity. Put your hand on your heart—you are an educationist—and say whether you find in this country that importance is being given to where it really belongs. Certainly not. We are not having the right type of teachers in our universities. It is the responsibility of the Central Government to evolve a system by which the right type of teachers are attracted. Le me give you an example of the type of teachers we require in a democracy. J. M. Keynes was once travelling with Lloyd George from London to Paris. And Lloyd George described the state of economy of France. When he asked Mr. Keynes, "What do you think about it?" Mr. Keynes said, "With all the politeness at my command I should say that your account of the French economy is most rubbish". And the Chancellor of the Exchequer kept quiet; he could not speak anything before Mr. Keynes. Similarly, in 1925, when Winston Churchill asked him, "Should I return to the gold standard?", he said, "No". Yet, Mr. Winston Churchill the next day returned to the gold standard, and then Mr. Keynes wrote his book, "the Economic consequences of Mr. Churchill". So bitterly he attacked Mr. Churchill and yet he was a simple fellow of King's College, Cambridge. Even the Chancellor of the Exchequer could not do anything at all. That was the guts of the teachers at that time, to speak in these terms before the highest authorities in the country. So, unless you are able to attract that type of teachers in your universities, you will not be able to do the job of creating the right type of climate in our country.

SHRI J. B. KRIPALANI (Guna): Are you thinking of salary and promotion?

SHRI R. K. AMIN: I am not thinking of that. In so far as their salary and their pay-scales are concerned, I have nothing to say about it in the universities. It is about the working conditions; they have to suffer fools; that is the most important thing. They have to suffer fools and that is why they do not like to stay in the universities although they would very much like to work for the pursuit of knowledge.

SHRI BAL RAJ MADHOK: That is our fate also!

SHRI R. K. AMIN: Let me say a few words about the University Grants Commission; the way in which it has acted so far. Money is given for the library; so judiciously it has been given. You go into any university; although you might have given money liberally you find the books which were purchased five years before would not have been opened at all! They think that by spending money education comes to the universities. I know some cases in the laboratories. They have imported machines from abroad which no one knew how to operate. Having imported them, they send a man abroad to learn how to operate it. And having learnt it, no one knew for what purpose that machinery has to be employed! And in the laboratory they lie like showpeices in museum. If you are keeping them like that, although we are spending money, what is the use? We say that we have spent so much money for the encouragement of university education, but university education is not being encouraged; it remains a showpiece. Have you ever asked or even tried to ask the University Grants Commission whether they have a follow-up action? Since you spend money, you are also concerned about the return: whether the money spent has been spent for the right purpose and whether you are getting a return commensurate with the expenditure. Nothing has been done so far by the University Grants Commission to ascertain this. It is so weak a body that it cannot do anything at all. And, at the same time, under the name of autonomy of the universities, what do you do? It is not the autonomy of the academician, —in fact it ought to be the autonomy of the academician—it is the autonomy of somebody else, non-academicians. And if somebody else, or non-academicians are there, probably some politicians in one way or the other will dominate the scene. And, yet you can say it is autonomous. And in the university matters also, whenever it is convenient, the Government interferes at that time. Autonomy does not come in the way. But whenever it is not convenient, they say, "It is the autonomy of the university." The heads I win, the tails you lose: this policy will not help in order to create the right type of university education in this country.

Let me now say a few words about students indiscipline. Now, if the teachers really want to control the students, they can do it, but who are those teachers? They should be the real type of teachers, the right type of teachers who can control them. But when teachers are of a low calibre, and secondly, when the teachers themselves do not want to control students, because the administrators are not keeping the teachers satisfied, students indiscipline takes place. The result is that today, for any cause and under any guise, the students are coming in the way and try to create trouble, and we find fault with them. But we do not try to find out what is wrong in our system? If that wrong is removed we can also correct the situation if students indiscipline and keep the students under control. That is the sort of thng we should do. I do no think the Central Government has ever thought of it. If they have thought of it, it has remained on paper, not in action. I think when the M.Ps.s' committee met and discussed all these things, at that time the Miniser, we thought, would consider it and will pursue it, but eight months have passed and he has not done it.

The Kothari Commission recommended that teachers should enjoy all the civic rights including the right to contest elections and leave should be granted for that. The MPs committee and the Inter-University Board also recommended it. But what does the minister say? Yes, those who would like to act, they will act; those who would not like to act, they will not act! If that is the answer, why take all the trouble of having these committees at all? It is a very basic recommendation. If that important

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right is given, within 5 or 10 years, you will have the right type of democracy in this country. Mr. Chavan and others are worried about, the floor-crossings, throwing of chairs on each other in the assemblies etc. These things are happening because healthy conditions for democracy have not been established in this country. There are only two groups in the elite—the teacher and the civil servant. The civil servant obviously cannot be allowed to contest elections. But teachers should be allowed to have this right, so that healthy conditions for democracy may be established. That recommendation has been made, but he is not pursuing it at all.

Coming to the School of International Studies, this school is a classic example of the way in which politicians have spoiled the best of the institutions. It was attached to the Delhi University and it was working very well. It was headed by no less a man than Dr. Appadorai. Then, the UGC said it is deemed to be a university and university status was given. From that moment, all the objectivity and other good things disappeared slowly and nepotism crept in. Administration is not the most important thing in the field of education. It should be the handmaid and not the master. But now the important qualification of the Director is his administrative ability rather than scholarship! The moment you put an administrator as Director, he thinks that he is superior to the other teachers. Even to enter his room, you will have to take the permission of two or three persons and prior interview will have to be fixed. There will be no intimacy between him and his colleagues. Freedom and a sense of equality which are the most important things in education will not be inculcated there, with the result that good people will not join that institution. They are all going away one by one. Even in the Estimates Committee, we had to make the most bitter criticism of this school because these fundamental things are forgotten.

The UGC also is responsible for not taking any follow-up action. It was found that the money given to various universities in Assam was not spent for the purposes for which it was given, but for something else. Still, the UGC is helpless and again it give s more money. You are pouring money for any purpose they want. They want money for library, museum, this and that, whether it is necessary or not, because it comes free of charge. The Universities want them. When you are taking purgative, if somebody is giving the castor-oil freely, you will take more oil for purgative because it is coming freely. Similarly, when free money is given, it is demanded for anything and everything. Exactly the same thing has happened in the distribution of money by UGC. You have to evolve some system by which you can have the follow-up action evolve some system by which at least you can check the quality of the investment which you are making, evolve a system by which the returns are being measured, whether they are comensurate with the expenditure made. With these words, I conclude my remarks on these Demands.

SHRI E. K. NAYANAR (Palghat): Mr. Chairman, Sir, the callous educational policy of the Congress Government is causing indignation among all sections connected with education. The parents are dissatisfied because of sky-rocking costs of education. The teachers are suffering heavily because their standard of living is continuously going down and now it has become almost unbearable. The entire student community is up in arms against the Congress Government as the standard of education has fallen down. The language policy of the Government has angered students and the failure of the Government to provide adequate job to the educated students has forced them to come on the strees of safeguard their future.

The government has provided only 3 per cent of the budget for the purpose of education. Out of this budget of Rs. 88 crores for education only an amount of Rs. 57 crores is proposed to be spent on education directly. The balance of the amount is spent on various other schemes. This expenditure of Rs. 57 crores on education can be easily compared with Rs. 47 crores spent by the Home Ministry on police. How can we advance the cause of education by spending such a meagre amount, I want to know.

The bankrupt education policy of the Congress Government arises out of their policies of championing the cause of big business and landlords.

SHRI J. B. KRIPALANI: They do not need any education.

SHRI E. K. NAYANAR: Therefore, the Government has got enough money to give grants to the Indian Institute of Management, which serves the big business, it has enough money to give grant to the Birla Institute of Technology, it has enough money for a so-called joint venture with Tatas in Bombay, but the same Government cannot, however, find the money to pay adequate salary to the teachers.

The Education Ministry has established several gigantic institutes as show-piece. But their contribution to the cause of advancement of education is practically nil. The Council of Scientific and Industrial Research is paid a huge grant of Rs. 10 crores in the name of development of science. This Institute has, however, developed the bank balances of certain top officials. Take, for example, the instance of the National Physical Laboratory. The Estimates Committee has observed:

> "Considering the heavy expenditure which has been incurred on the working of the NPL, during the last 15 years, the Committee cannot help feeling that its performance in the field of industrial research during this period has been rather disappointing."

17.55 hrs.

[MR. SPEAKER *in the Chair*]

The same state of affairs exist in other laboratories. The total amount spent on these laboratories under the CSIR comes to Rs. 13 crores. What a colossal waste of national resources without obtaining much positive results!

The lack of facilities in these research institutes has compelled many of our scientists to go abroad in search of better prospects. Here in our research laboratories there is more bureaucratism and nepotism than research. The sunny smile of the Minister of Education cannot cover up these harsh realities.

The National Council of Educational Research and Training is another white elephant in the stable of the Education Ministry. The record of this institution is simply shocking. Instead of conducting research, this organisation is busy copying American system of education. I do not understand why we should have foreign experts to conduct research in education. We can develop Indian talent and use the valuable experience of our teachers for the advancement of education. But here is an institution which totally ignores reality in our country and copies the American method of education.

If anyone wants to conduct research in corruption and favouritism, he should only study the functioning of the National Council of Educational Research and Training. Here posts are created to serve the interests of some friends of top officials, and even the UPSC is powerless before the top-heavy bureauerats in the matter of appointments.

[Shri E. K. Nayanar]

Some allegations came against the National Council of Educational Research and Training and recently the Union Education Ministry has appointed a committee to inquire into the working of the NCERT. But most of the members of the committee are those who were responsible, at one time or the other, for creating the mess in which the NCERT finds itself today. On March 17, the Link Weekly reported:

"The committee has asked all the NCERT's departments to submit reports of their work from the beginning. Overnight, these departments have manufactured bulky reports. But if the committee is serious about the mission, it should seek information from persons working in the various departments and from the reports and publications brought out by them. If these facts are objectively analysed and the committee comes out with some constructive and practical suggestions, this Rs. 7 crore venture can be saved."

About this committee, the Tribune, another paper, reported on February 28:

"Apropos the letter 'Research in Education' (The Tribune, February 21), I think the bulk of the Education funds is being consumed by the so-called experts. The NCERT is an example of this drain. Research in science subjects has a great bearing on the development of the country, but research in social subjects is a luxury in our present conditions. To achieve something unknown these agencies are making a mess of education... This huge waste of funds has to be stopped. The authorities must undertake a periodical assessment of the work being done by such agencies, and if it is unsatisfactory, some drastic steps must be taken to set them right."

This is another paper's report.

The western system of education is playing havoc in our country. The Asia Foundation has given grants during the last couple of years to various educational institutes which became a hotbed of CIA activities. This Asia Foundation could not have spread its net work without developing links in the Education Ministry. However, no action has been taken against anyone so far The Indo-US foundation is not yet finally scrapped. A discussion has taken place about that institution in the Lok Sabha recently. It is likely to raise its head in a different form to corrupt our intelligentsia.

The influence of Western imperialists over our education could be seen from the fact that in the Indian School of International Studies out of 49 foreign examiners 40 were from USA and UK. Have we lost our talent so that we have to lok outside for the purpose?

AN HON. MEMBER: Because of English.

SHRI E. K. NAYANAR: Or, is this subservient attitude coming because the Education Ministry is receiving huge doles from other countries in the name of education?

Take the language policy of the Government. It has corroded the atmosphere of education. The bias in favour of Hindi is creating serious discontent among non-Hindi sections. The Government is spending more than Rs. 1½ crores for the propagation and development of Hindi but only Rs. 5 lakhs for the promotion of modern Indian languages. This discrimination against non-Hindi languages will certainly cut at the root of national integration. The Government has provided Rs. 7 lakhs for students from non-Hindi-speaking

areas for studies in Hindi. However, no amount has been provided for Hindi students learning Tamil, Malayalam, Kannada, Telugu or other languages.

This biased attitude of the Government will have serious repercussions in the non-Hindi-speaking regions.

AN HON. MEMBER: They do not want it.

SHRI E. K. NAYANAR: The non-Hindi-speaking people are already finding it difficult to get jobs in the Central Services. The Government has yet to convince the people from the South that their interests would be protected in future.

The question of universiy education in regional languages has also not been given proper attention by the Union Government. Students have to rely on guide books sold on footpaths for want of adequate arrangements for the supply of text books at concessional rates.

SHRI S. KANDAPPAN: Cooked answers.

SHRI E. K. NAYANAR: Whatever work done so far is only a drop in the ocean. Higher education is still considered as a privilege of the upper strata of our society even now.

18 hrs.

Over and above this, the conditions of our teachers is beyond description. Particularly, the case of primary and secondary teachers is extremely bad. They are compelled to come on streets or resort to strike actions, be it there in Delhi, Bengal, U.P. and all over India. There is not a single State where teachers are not agitating for higher pay scales. Government should have moved to improve their conditions long ago. Even now there is no sign of any change in the attitude of the Government. As it appears, unless powerful and united action is launched all over the country, the Government will not see reason. Even the Kothari Commission's Report—the hon. Member previously remarked about the Kothari Commission's Report here—has been thrown in the waste paper basket without giving it due consideration.

For the first time in India, the Communist Government in Kerala, in 1958, adopted the Education Bill which gave a respectable status to teachers. An attempt was made to put an end to all irregularities in the educational institutions and to ensure a decent standard there. But the Congress Party launched a campaign against these progressive measures to serve the interests of reactionary elements and managements of educational institutions. Democracy was murdered in broad daylight and the Communist Government was toppled in the most unconstitutional manner. It is no wonder that teachers cannot expect to live with dignity under the Congress regime.

A word about the student unrest. There is tremendous frustration among this strata today. More than 10 lakh educated youth are without jobs at present. Even thousands of engineers are not certain about their future. This new generation is completely disillusioned about the hoax of Congress planning that promised them a bright future. The high cost and falling standard of education is taking them away from studies. It is but natural that this section becomes desperate and omes forward to struggle against the bankrupt Government. Instead of understanding this truth, the Congress has replaced the saying, "Spare the rod and spoil the child" by another saying "Spare the police and spoil the child". However, things will never improve with this high-and-mighty attitude.

The University employees are the worst sufferers today. There are no laws to govern their working and living conditions. The Supreme Court

[Shri E. K. Nayanar]

deprived the university employees from even forming trade unions. The Birla Education Trust, Pilani, has objected to the employees of powerhouse, dairy farm, etc. raising a demand of 8 hours a day. The Director of Central Electronic Engineering Research Institute has snatched a union receipt book from the General Secretary of a Union. Such examples can be multiplied. It is necessary to take adequate measures to protect the interest of these employees.

Taking the situation of literacy in our country, during the discussion on the General Budget in Lok Sabha, our hon. Deputy Prime Minister remarked that 75 per cent of our population is illiterate and, therefore, there is no bothering about increasing the price of post-card and envelops. After 20 years of Independence, even now, 75 per cent of our population is illiterate. Even now the managements of the schools and colleges are doing business with educational institutions. They are taking money from teachers; they are taking money from students to get a seat in the college or in the high school. We are not giving free and compulsory education upto SSLC. Even now we are allowing the managements to do business.

I now quote the words of Mahakavi Kumaran Asan who had written 45 years ago about the down-trodden people, their illiteracy and their poverty. He is a famous Malayalam poet. The literary people might have heard of him. I utter his words:

"Aksharamenna Thariveela Chathanum,
Yakshiyum Peyum Ivarkku Deivom,
Kukshiyil konda Karikkadi Yallathe,
Nikshepamaaye Evarkkonnumilla."

46 years ago he has written that the Harijan Chatan—Chatan is a name—does not even know the Malayalam alphabet; except some rice boiled water in his belly, nothing remains for him the next day. This is the content of it. Even now, after 20 years of Independence, our Harijan Chatans do not know the Malayalam alphabets. I, therefore, appeal to the Government to give compulsory and free education to our illiterates, to our downtrodden people and educate them and develop them as future citizens.

MR. SPEAKER: Hon. Members, may now move the cut motions to Demands for Grants relating to the Ministry of Education, subject to their being otherwise admissible.

SHRI Y. S. KUSHWAH (Bhind): I beg to move:

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to adopt such education policy as to solve unemployment problem in the country.* (40)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to introduce religion-oriented education system resulting in failure to build the character of new generation.* (41).]

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to provide free education upto High School level.* (48)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to take any successful action in removing illiteracy among the older generation in the country.* (49)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to make military training compulsory for every student from middle school level.* (50)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to make agriculture a compulsory subject in every Middle and High School and Colleges in villages.* (51)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to assist the Universities of Gwalior and Ujjain in spite of the knowledge of their financial position.* (52)].

"That the demand under the Head Survey of India be reduced by Rs. 100.".

[*Failure to pay attention to safeguard the archaelogical treasures in Gwalior Division.* (55)].

SHRI MOHAMMAD ISMAIL (Barrackpore): I beg to move:—

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Non-availability of text books for Primary schools through the normal channel at prices fixed by the Government.* (72)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Sale of text books in black market at higher price.* (73)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Disparity in percentage of trained teachers in different States varying from 96% in Madras to 38% in West Bengal.* (74)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Disparity in facilities of education in different States varying from 6-11 age group all over the country to only 6-10 age group in West Bengal.* (75)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to introduce five-class Primary schools in West Bengal as in other States of India.* (76)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to introduce compulsory primary education in West Bengal.* (77)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to take action on the Memorandum submitted by 800 teachers of All India Primary Teachers Association, West Bengal.* (78)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure of the West Bengal unit of National Fedeartion for Teachers' Welfare to dispose of hundreds of petitions.* (79)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Irregular payment of salary to primary teachers in rural and urban areas.* (80)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Lack of facilities of Provident Fund, Gratuity and training on deputation basis to teachers serving in aided schools.* (81)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[Shri Mohammad Ismail]

[*Non-functioning of Joint Consultative Councils formed with representatives of accredited primary teachers organisations.* (82)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to revive the Joint Consultative Councils for primary teachers.* (83)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to give more stipends to the working class and poor students.* (84)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to give expeditious relief to unemployed engineers.* (85)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to grant loan facilities to unemployed engineers.* (86)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to arrange free meals in primary schools throughout India.* (87)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to check growing influence of CIA in educational institutions.* (88)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to implement the assurances given to Delhi School teachers.* (89)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to implement the recommendations of Kothari Commission.* (90)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to bring a comprehensive legisaltion to govern the working of private aided schools and colleges.* (91)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to reduce fees for eduaction in schools and colleges.* (92)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to bring legislation to regulate working and living conditions of persons working in educational institutions and universities.* (93].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to grant special facilities in education to the students coming from working class and agricultural labourers.* (94)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to open schools in refugee colonies in West Bengal.* (95)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to bring female eduaction in West Bengal at par with rest of the country.* (96)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Vindictive transfer of primary teachers by District School Boards authorities.* (97)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to extend the benefits such as house rent and medical relief to primary teachers of West Bengal.* (98)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to increase pay scales of primary teachers.* (99)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to implement the provision regarding free and compulsory primary education as envisaged under the Constitution.* (100)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to check Police brutalities against primary teachers.* (101)].

SHRI E. K. NAYANAR: I beg to move:

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Growing tendency among scientists and technicians to go abroad for want of adequate opportunities in the country.* (102)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to provide jobs to Engineering graduates.* (103)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to implement the recommendations of Kothari Commission.* (104)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Grants given by Asia Foundation to various universities and educational institutes.* (105)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Failure to implement the assurances given to the Delhi teachers by the Minister of Education.* (106)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Highly intemperate, provocative, humiliating, insulting and vindictive circular issued by Directorate of Eduaction, Delhi, following the withdrawal of strike by teachers.* (107)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Creation of new posts in National Council of Educational Research and Training.* (108)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Lack of promotion to departmental candidates in National Council of Educational Research and Training* (109)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Transport difficulties faced by the lower staff of National Council of Educational Research and Training* (110)].

"That the demand under the Head Education be reduced by Rs. 100.".

[Shri E. K. Nayanar]

[*Need to evaluate the work done by separate departments in the National Council of Educational Research and Training.* (111)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Chaotic conditions created in the Central Examination Union of the National Council of Educational Research and Training following the implementation of impracticable advice given by U.S. expert.* (112)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Wasteful experiments of paper setting on the U.S. pattern in the National Council of Education Research and Training.* (113)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Non-utilisation of costly equipment in science laboratory, Central science workshop and Department of Audio-visual Education of National Council of Educational Research and Training.* (114)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Absence of research atmosphere and intellectual life in National Council of Educational Research and Training.* (115)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Non-utilisation of Library facilities in the National Council of Educational Research and Training.* (116)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Lack of rational recruitment policy in the National Council of Educational Research and Training.* (117)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Favouritism in filling vacancies and granting promotions in the National Council of Educational Research and training.* (118)].

SHRI BARROW (Nominated—Anglo-Indians): I beg to move:

"That the demand under the Head Education be reduced by Rs. 100.".

[*Reappraisal of the educational strategy of Centrally sponsored schemes.* (119)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Wastage in Primary and Secondary Education.* (120).].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Acute shortage of trained teachers, buildings and equipment.* (121)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Appraisal of the financial implications of the proposals of the Education Commission.* (122)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Transfer of responsibility for technical education to Industry.* (123)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure of three-language formula* (124)].

"That the dtmand under the Head Education be reduced by Rs. 100.".

[*Need for consistent policy in sport in deciding visits by teams abroad.* (125)].

SHRI E. K. NAYANAR: I beg to move:

"That the demand under the Head Grants to Council of Scientific and Industrial Research be reduced by Rs. 100.".

[*Wasteful expenditure incurred by the authorities without conducting substantial research.* (126)].

"That the demand under the Head Grants to Council of Scientific and Industrial Research be reduced by Rs. 100.".

[*Anti-employee policy of the Director of Central Electronics Engineering Research Institute, Pilani.* (127)].

"That the demand under the Head Grants to Council of Scientific and Industrial Research be reduced by Rs. 100.".

[*Failure to recognise the CEERI Employees Union, Pilani.* (128)].

"That the demand under the Head Grants to Council of Scientific and Industrial Research be reduced by Rs. 100.".

[*Vindictive attitude towards the office bearers of the CEERI Employees Union, Pilani.* (129)].

"That the demand under the Head Grants to Council of Scientific and Industrial Research be reduced by Rs. 100.".

[*Delay in settling grievances of employees in Central Electronics Engineering Research Institute, Pilani.* (130)].

"That the dtmand under the Head Capital Outlay of the Ministry of Education be reduced by Rs. 100.".

[*Failure to provide sufficient funds for school buildings.* (131)].

SHRI CHANDRA SEKHAR SINGH (Jehanabad): I beg to move:

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to co-ordinate education with employment potential.* (140)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to have uniform pattern of education.* (141)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to introduce free and compulsory primary education in all the States.* (142)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to make education cheap in schools and colleges.* (143)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to provide sufficient scholarships and facilities for boys and girls belonging to Scheduled Castes and Scheduled Tribes.* (144)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to check black marketing in the sale of text books.* (145)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

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[*Need to make regular payment of salary to primary teachers.* (146)].

"That the demand under the Head Ministry of Education be reduced by Rs. 100.".

[*Need to give adequate assistance to engineers without employment in the country.* (147)].

SHRI E. K. NAYANAR: I beg to move:

"That the demand under the Head Education be reduced to Re. 1.".

[*Publication of American text books by the National Council of Educational Research and Training with PL-480 subsidies.* (150)].

"That the demand under the Head Education be reduced to Re. 1.".

[*Recent agreement with West Germany for the supply of printing machinery for the mass production of text books.* (151)].

SHRI CHANDRA SEKHAR SINGH: I beg to move:

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to give more stipends to poor students.* (152)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to give loans to unemployed engineers.* (153)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to arrange free meals in primary schools throughout India.* (154)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to implement the assurances given to Delhi school teachers.* (155)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to spread technical education in the country.* (156)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to implement recommendations of Kothari Commission.* (157)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to reduce fees for eduaction in schools and colleges.* (158)].

"That the dtmand under the Head Education be reduced by Rs. 100.".

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need for increase in the pay scales of teachers.* (159)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to provide free education upto high school level.* (160)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to adopt effective measures for removing illiteracy in the country.* (161)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to make military training compulsory for every student from middle school level.* (162)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to give equal pay for equal work to teachers all over the country.* (163)].

SHRI C. JANARDHANAN (Trichur): I beg to move:

"That the demand under the Head Ministry of Education be reduced to Re. 1.".

[*Failure to speed up the implementation of the decision to make regional languages the medium of instruction at all levels of education.* (164)].

"That the dtmand under the Head Ministry of Education be reduced to Re. 1.".

[*Failure to implement the Constitutional provision regarding free and compulsory primary education.* (165)].

"That the demand under the Head Ministry of Education be reduced to Re. 1.".

[*Failure in evolving a sound policy of developing all Indian languages without discrimination.* (166)].

SHRI E. K. NAYANAR: I beg to move:

"That the demand under the Head Education be reduced to Re. 1.".

[*Undesirable emphasis on unit-tests by the Central Examination Unit of the National Council of Educational Research and Training.* (167)].

"That the demand under the Head Education be reduced to Re. 1.".

[*Wasteful expenditure on short-term training course at hill stations organised by the National Council of Educational Research and Training.* (168)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Photographic reproduction of U.S. text books by National Council of Educational Research and Training instead of bringing out books by Indian authors.* (169)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to conduct original research on Education in the National Council of Educational Research and Training.* (170)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Wasteful expenditure on "Science Talent Search" on American model in the National Council of Educational Research and Training.* (171)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Worthless material produced by the Central Science Workshop of the National Council of Educational Research and Training.* (172)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Influence of so-called U.S. experts in the National Council of Educational Research and Training.* (173)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Slow sale of books produced by National Book Trust.* (174)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Misuse of scholarships and other educational facilities meant for children of political sufferers for*

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the benefit of Congress supporters. (175)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Misuse of grant given to Tibetan Schools Society for political purposes.* (176)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Corruption in Lalit Kala Academi and Sahitya Akademi.* (177)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to provide adequate funds for higher education in rural areas.* (178)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Favouritism in sending cultural delegations abroad.* (179)].

"That the demand under the Head Education be reduced to Re. 1.".

[*C.I.A. activities in Indian Institute of Advanced Studies in Simla.* (180)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failre to take prompt action on the Memorandum submitted by 20 officers of the Audio Visual Education Department of the National Council of Educational Research and Training.* (181)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Exorbitant rent paid by National Council of Educational Research and Training to favour some of the friends of officials.* (182)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to concede demands submitted by the National Council of Educational Research and Training Employees Union.* (183)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Failure to establish jurisdiction of U.P.S.C. over the appointments in National Council of Educational Research and Training leading to serious cases of favouritism.* (184)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Loss of films in the Department of Audio Visual Education in the National Council of Educational Research and Training.* (185)].

SHRI C. JANARDHANAN: I beg to move:

"That the demand under the Head Education be reduced by Rs. 100.".

[*Inadequate salary scales of teachers.* (190)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Misleading and totally hopeless text books prescribed.* (191)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Growing unempolyment among the educated especially the Engineers.* (192)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need for setting up two Central Universities in Kerala.* (193)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to change the medium of instruction in Central Schools from English to Hindi.* (194)].

"That the dtmand under the Head Education be reduced by Rs. 100.".

[*Need for introducing the study of respective regional language in Central schools.* (195)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need for settlement of outstanding problems of Delhi teachers after the recent strike.* (196)].

"That the demand under the Head Education be reduced by Rs. 100.".

[*Need to solve the urgent problems of West Bengal teachers.* (197)].

MR. SPEAKER: The Cut Motions are also now before the House.

SHRI P. ANTONY REDDY (Anantapur): Just now we have heard two extremists.

The Swatantra Party member has made the most uncharitable statement about Vice Chancellors in the country. He has said that the Vice Chancellors are usually second-rate men and that is due to too much of interference from the Government. I think, a Vice Chancellor should have at least two qualities: he must be a scholar; he need not be a very eminent one and he must be a very good administrator. To get people with these two qualities is not always easy. When you have about 65 Vice Chancellors, there may be a few who may not be of the first rate type. Therefore, to make a sweeping statement of this type, I think, is most uncharitable and most unwarranted.

Then, the very same Member was telling us that politicians are interfering into the universities, and in the very same strain, he was telling us that the teachers in the universities should be given a choice or should be given full freedom to enter into politics. I cannot understand how these two statements of his can be reconciled! If teachers enter into politics, his whole outlook will be changed towards one political party or another; politics will be introduced more and more into the universities leading to lowering of standards in universities. Therefore teachers should not enter politics.

The Communist member was making another sweeping statement that the Education Ministry, especially Dr. Triguna Sen, has thrown the Kothari Education Commission's report into the waste-paper basket. I was very sorry to hear it. I do not know whether he has studied the Kothari Commission's report. It is a report containing innumerable recommendations, the implementation of which cannot be done in a year or two. I am sure, any educationist who wants to study it will take probably two or three months, and if the Education Ministry has to study it, it will take much more time. First of all, they must study it, and secondly, to implement the recommendations, they must find the money too. Mere study will not help. Money has to be found. As far as I know, from my discussions with the Ministry, they are seriously thinking of implementing some of the most . . . (*Interruptions*).

MR. SPEAKER: Order, order.

SHRI P. ANTONY REDDY: I was saying that unless we find money to implement these recommendations, it is no use merely having pious wishes of implementing them.

I am one of those who believe that the Government of India have to a very great extent, failed to implement the Directive Principle enshrined in

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our Constitution that we should introduce free and compulsory education within ten years of our Independence. No doubt they have done lot of improvement in one respect, namely, of starting of a number of schools in as many villages as possible. But I would say, the emphasis on the improvement of quality has been neglected. That is mainly because, Sir, that our educational policy is almost topsy-turvy. We have cared for university education and ignored elementary education. What does an engineer do to constract a house? He lays first the foundations, then constructs the walls and finally the roof. Unfortunately in our educational policy we are trying first to build the roof, i.e., University education without foundations. This reminds me of the story in Gullivers' Travels wherein Jonathan Swift tells us in the third or fourth journey of an engineer who was planning the construction of a house from the top downwards, and he was riduculing that. In the field of education, we are not trying to improve the quality of elementary education, secondary education but only university education. The root cause is the defective educational policy which we are pursuing. Our educational policy, especially in respect of elementary and secondary education, has become the playfield of politicians and they have influenced the affairs in the Local Boards. At the time of elections the local board elected officials will see that the teachers are transferred in order to help them or not to harm them at the polls. This has led to some sort of uncertainty among the teachers. They are not sure how long they will be in a particular place. The teacher is not able to concentrate in his teaching work and do something to his elementary school pupils. Therefore I feel that this system of having the elementary and secondary education in the hands of the politicians i.e., Panchayat Raj institutions should be changed.

In the matter of text-books, there is lot of favouritism and nepotism. Nowadays text-books are selected not because they are the best, but because they are written by favourites of particular individuals or because they are published by a particularly favoured publisher. In this way, the best Books are not selected for studies; only second rate books are prescribed leading to low standards.

The third defect which I often noticed is this. The teacher is often frustrated as his stomach is pinching him. The hungry teacher or hungry worker can never do efficient work. The hungry teacher is not sure of his future. He is not sure whether at the end of the month he will have enough to eat. He is not able to do justice to his work. The result of all these factors is that our standards have fallen very low; we are not able to improve the quality of education. Our teachers are frustrated and because of this indiscipline among students has increased. I would like to suggest a few remedies to overcome these evils.

First of all, the autonomy of the Universities should be increased. I know that universities are autonomous, but in some States the university autonomy is being interfered with. Politicians want the universities to be completely under their control. For example, in Kerala, what is happening? The University Bill which is now in the Select Committee stage, wants to make the university a department of the Education Secretariat. The Education Commission have made a few suggestions to improve our Secondary and elementary education.

Sir, the University Education is completely safeguarded and controlled to a very great extent by the University Grants Commission, but the Secondary and Elementary Education, as I said just now, are completely left in the hands of the politicians. Therefore, why not the Education Ministry, as suggested by the Kothari Education Commission, institute a Secondary Education Commission and also, if necessary, an Elementary Educa-

tion Commission, to look after the standards, the service conditions and the grants to these institutions at the various levels and remove them completely from the hands of the politicians? The Kothari Commission has recommended that there should be Educational Boards and Councils at State and district level to look after the Secondary and Elementary education and these institutions should be completely removed from the hands of the Panchayati Raj institutions. If that is done, our standards of education can be improved to a very great extent.

The fourth thing that I would like to recommend is that the emoluments of teachers should be improved, their service conditions also should be bettered. A teacher must have enough to eat and a teacher must be hopeful that after he retires he will not be stranded. If these two things are provided, I am sure, a teacher will do much better work than what he is doing now and he will do justice to his work.

Another item which is often criticized in this House is the private initiative in education. As a matter of fact, the best schools in the country are still managed by private organisations. These schools are frequented by innumerable pupils. Why should we then criticise them when they are doing really good work? On the other hand they must be appreciated and encouraged. If they do not fall in line with the policy of the Government, the Government has always a right and the necessary legal provision to control them. When such is the case, I request the Ministry to encourage private institutions where they are doing really good work and encourage them because ultimately they are cheaper.

Another important reform which has been neglected by the Ministry both at the State level and at the Central level is the Inspectorate. The present Inspectorate of Educational Institutions is doing more of police work than of real teaching work. They go to a school to find fault with the teacher, but if they are asked to give a model lesson they are not able to do. If they are asked to give intelligence tests, they are not able to do. Therefore, the Inspectorate should be completely reformed and an Inspector must first be a teacher and then a guide for the teacher. For that purpose, I suggest that nobody should be appointed Inspector of Schools, whether Elementary Schools or Secondary Schools, unless he has put in at least five years service in the schools so that he knows the methods of teaching, so that he knows the various principles that will help better implementation of the teaching methods. After working as Inspector for 5 years, he must be sent back to the schools for a year to a Secondary School and one year to a Training School, to make him in touch with the latest methods of teaching. When he goes back as Inspector, instead of being a mere Police officer, he will be a guide and a teacher to help the teachers to do their work better.

Now I come to the National Council for Educational Research and Training. I have visited that institution. I have seen some of their publications. They are really doing very good work. But, at the same time, I have a fear that we are spending much more than what is necessary. Another thing I have noticed is that most of the research scholars working there, have very little teaching experience. If these scholars had gone to the field and worked in a school—Secondary or Elementary—or a Training School, their work will have been more purposeful and more useful. So, this aspect should be studied. Merely sitting at the research laboratory studying the methods of teaching from various countries and going through the various text-books from various parts of the world are not very helpful. It may not always be quite in keeping with the environment that is existing in our country. Therefore, the Minister should see whether a scheme can be formulated by which these research scholars are sent out

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to work as teachers in High Elementary, and the Training Schools to give their actual teaching experience. Then only the results of the research will be useful and in keeping with realities. I have pointed out a few defects in our present educational policy and I have suggested also a few remedies.

Lastly, I come to a question which is very popular now, namely whether education should be made a concurrent subject or not. That is a very knotty subject. Most of the States will not accept that education should be made a concurrent subject. But the Centre which helps to a great extent in financing the educational schemes of the various States should have a say in the matter of educational policy of the States. Further, ours is one single unit. We are one country. At present, what is happening? If we study some of the text-books especially on social studies, history and geography, we find that each State has got its own books wherein the importance of the State is emphasised and the national unity of the country is completely lost sight of. The Centre should formulate a policy by which the feeling that we are all Indians will grow and we Indians are all one, the feeling that one is Andhrai or is Malayalee or Rajasthani and so on should be completely ignored. Unless the Centre has some say in the matter of educational policy, national integration is bound to suffer. I am not in a position to make further suggestions about this, but the Education Ministry should study these and see that national integration is fostered by a national policy of education, a national system of text-books and a national pattern of education. Otherwise, I fear that integration may not be fostered; rather, we may be on the path leading to disintegration.

With these words, I support the Demands of the Education Ministry.

SHRIMATI TARA SAPRE (Bombay —North—East): The present system of education at the primary, secondary and college levels needs upheaval. During the British regime the whole purpose of our education was to produce an army of babus who were needed as clerks by the alien rulers. Even after Independence, we have tried to put patches to the old cloth of education, but no sincere and thorough effort has been made by our leaders to form a new pattern suitable to our life, culture, religion, surroundings and also our pocket. That is why after twenty years of Independence we have not come to any set formula for education.

I admit that education is a process and it must be dynamic. Still there is a frame of body which is to be developed and decorated with the advancement in the field. In my opinion there are three main defects in the present system of education. Firstly, it is not broadbased, secondly, dignity of labour is not taught, and thirdly there is the defective system of examinations, and fourthly too importance is attached to the valuation in the examinations.

Education up to standard V must be made compulsory, and at the same time, the Centre should take responsibility. But at the same time, each district should have its own planning for primary education. According to its needs each district should get the vocational and agricultural schools. In my opinion, the present education takes the village boys away from the agro-economic life. They become more and more sophisticated and feel it below their dignity to help their fathers in the fields. It is not possible for every village boy to go to the agricultural college or engineering college. It is his primary duty to go to the fields and do the work there with his own hand. Similarly, village skilled artisan boys must get training for the betterment of their profession in the vocational schools. I say emphatically that unless the boy or girl is made to work with his or her own

hand as a result of primary education, his or her all-round development is not possible. There is great meaning in the two words 'work and play' in the formative age. In this respect, I can point out an example of designing of a sowing machine by an ordinary village blacksmith. This machine is very simple to operate, very useful for the poor farmer with small holding working singly. All such activities must get recognition and due help from Government. After 18 years of educational planning, there has been no qualitative improvement since attention was largely concentrated on merely expanding educational facilities. Still there is a backlog in the education of backward classes and the tribal classes. Statistics have shown that there is high wastage at the lower primary level, so also stagnation. Some substantial efforts should be made to avoid wastages and stagnation in the primary education during the Fourth Plan.

I come to university education. Universities are autonomous bodies. It is a regrettable fact that the universities are very much conservative in their attitude. They are infected with groupism and they are moving only in their own sphere not looking to the world outside. Their unwillingness to be receptive to change to entertain ideas of closer relations with sister institutions have often led to a narrow outlook.

The question has been posed whether universities have been really helping to provide dynamism and leadership in society.

The educated unemployment is a growing menace to our country's solidarity. This tragedy in the student world is the reflection of our own tragedy in the country itself. Elders are groping themselves in the dark in solving the country's main problems. Besides, there is a strong undercurrent of frustration and despair which goes deeper. This is admitted, though the effort to trace it to its source has most often been haphazard. Almost every enquiry into the problems of student unrest has laid stress mainly on the more obvious factors such as indifferent qulity of teachers, overcrowded class rooms, unsatisfactory conditions in hostels, lack of suitable text-books and facilities and poor prospects of employment and so many other things.

In this connection, I would like to say something about the unemployed engineers. Government should not give any allowance to them because thereby we will be discriminating between unemployed engineers and unemployed graduates, and this will have a very bad effect in the student world.

To solve all these problems, there must be co-ordination and co-operation between the industrial world and Government and complete coordination among various government departments—Industries, Education, PWD and Social Welfare. All these departments should jointly work towards strengthening manpower, deployment data and develop manpower forecasting in each State. This is possible only in vocational, technical and professional education. General education has to play its own role in society. This field is vast and here also the idea of education is to seek employment.

But another advantage of this cadre is its utilisation for various purposes. In the case of professional colleges, engineering or medical, there is always a political consideration made about its locality. Without proper assessment of volume of employment, this is done. Now there is going a 30 per cent cut in the admission from this year. How these boys who have already chosen engineering as their career will get reconciled to this drastic cut? Besides, how the staff in those colleges is to be absorbed is also a great problem.

Coming to text-books . . .

MR. SPEAKER: She may continue her speech tomorrow. We will now proceed to the Discussion under Rule 193, regarding the Railway Accident near Allahabad on 30th March.

18.30

DISCUSSION RE: RAILWAY ACCIDENT NEAR ALLAHABAD

MR. SPEAKER: We have got two hours now. The Minister would require about half-an-hour. I would call him at 8 O'clock. I hope we will maintain this strength till 8.30.

श्री जार्ज फरनेन्डीज (बम्बई-दक्षिण) : इस में समय बढ़ाया जाय, यह मेरी प्रार्थना है ।

MR. SPEAKER: Let us see. It all depends on the Members' patience.

श्री जार्ज फरनेन्डीज : यह पेशेन्स का सवाल नहीं है, लोगों की जान का प्रश्न है ।

MR. SPEAKER: No; even before we begin all this question arises. Let us see. I suggest to hon. Members to make only useful suggestions as they would certainly make, and not make long speeches. 8.30 is long enough. We have been sitting here from 11 O'clock, and it is not so easy. Therefore, I appeal to you to conclude by 8 O'clock. The Minister will be given half an hour. At 8.30 we sha'l try to adjourn.

श्री हरदयाल देवगुण (पूर्व दिल्ली): अध्यक्ष महोदय, भरवारी स्टेशन पर 30 मार्च को जो रेल दुर्घटना हुई उस के सम्बन्ध में रेलवे मंत्री जी ने कल जो वक्तव्य दिया है उस पर आप की अनुमति से मैं चर्चा उठाना चाहता हूं ।

जैसा कल मंत्री महोदय ने बतलाया, 30 मार्च को भरवारी रेलवे स्टेशन पर एक ट्रेन की दूसरी ट्रेन से टक्कर होने के कारण 19 व्यक्ति मारे गये और अनेक घायल हुए उस से दस दिन पूर्व दक्षिण में याविल्गी रेलवे स्टेशन पर दकन एक्सप्रेस की एक दुर्घटना हुई, जिस में 53 व्यक्ति मारे गये । दस दिन के इस अल्प काल में रेलवे ने 72 हत्यायें कीं । यही नहीं कि यह हत्यायें हुई, बल्कि उन के कारण देश में चिन्ता और आतंक की एक लहर फैल गई है । रेलवे की यात्रा जो अनुपातत : सुरक्षित समझी जाती थी उस के बारे में यह आशंका पैदा हो गई है कि यह यात्रा सुरक्षित भी है या नहीं : रेल दुर्घटनाओं में जहां इतने लोगों की हत्यायें हो रही हैं उन के अतिरिक्त रेल यात्रा करते हुए चोरियों में हत्यायें, डकैतियों में हत्यायें, राजनीतिक कातिलों के हाथों हत्यायें जो हो रही हैं, अगर उन को भी इस में शामिल कर दिया जाये तो मैं कह सकता हूं कि आज देश में यह भावना व्याप्त है कि रेल यात्रा सुरक्षित नहीं है । इसलिये आज हमको इस समस्या पर बड़ी गम्भीरता से विचार करना चाहिये ।

1967 से रेल मंत्रालय श्री पुनाचा के हाथ में है । उससे दो वर्ष पूर्व तक यह मंत्रालय श्री एस० के० पाटिल के मंत्रित्व में था और ऐसा समझा जाता था कि उन के आने से रेल दुर्घटनाओं का एक क्रम शुरू हुआ है और यह भी अनुमान था कि आम चुनाव में उन के साथ जो दुर्घटना हुई उस के बाद शायद यह क्रम भी बन्द हो जाय । आप देखेंगे कि इस काल में क्रमशः रेल दुर्घटनाओं की संख्या बढ़ती गई । 1962 से 1967 तक के जो आंकड़े उपलब्ध हैं उन से पता लगेगा कि किस तरह से दुर्घटनायें बढ़ी हैं । 1962–63 में 1770 रेल दुर्घटनायें हुई जिन में 118 आदमी मारे गये और 523 घायल हुए 1963–64 में 1893 दुर्घटनायें हुई जिन में 26 आदमी मारे गये और 302 घायल हुए, 1964–65 में 2015 दुर्घटनाएं हुई जिन में 130 लोग मारे गये और 290 घायल हुए । 1965–66 में 2105 दुर्घटनायें हुई जिन में 42 आदमी मारे गये और 484 जख्मी हुए । 1966–67 में मार्च तक 2212 दुर्घटनायें हुई जिन में 109 लोग मारे गये और 760 आदमी घायल हुए । 1966–67 में इन घटनाओं

का रेकार्ड था क्योंकि पिछले पांच सालों में इतने लोग रेल दुर्घटनाओं में कभी नहीं मारे गये थे। इन वर्षों में यह अधिकतम संख्या थी। उस के बाद जब से श्री पुनाचा के हाथ में यह मंत्रालय आया है अर्थात् मार्च, 1967 से लेकर अब तक जितनी रेल दुर्घटनायें हुई हैं उन की संख्या अब तक की सभी मर्यादाओं को लांघ गई है। उस ने सभी पिछले रेकार्डों को तोड़ दिया है। मैंने समाचार-पत्रों से जो आंकड़े इकट्ठे किये हैं उनके अनुसार पहली अप्रैल 1967 से लेकर 31 मार्च, 1968 तक एक साल में 230 आदमी मारे जा चुके हैं इन रेल दुर्घटनाओं में। यह उन रेल दुर्घटनाओं के आंकड़े हैं वह रेलों की टक्कर से, रेलों के पटरियों से उतरने के कारण से या मैनड और अनमैनड लेवल क्रासिंग्स पर रेल-गाड़ियों के बसों से टकराने से हुई थीं। उन के कारण 230 आदमी मारे गये हैं। अगर पिछले छः सालों की रेल दुर्घटनाओं से मिलान करें तो यह अधिकतम संख्या है। इतने आदमी कभी पिछले सालों में रेल दुर्घटनाओं से नहीं मरे।

यह गम्भीर परिस्थिति है क्योंकि यह संख्या दिन प्रति दिन बढ़ती जा रही है। पिछले साल बड़ी बड़ी दुर्घटनायें हुई हैं। मई में जालारपेट (कुम्पम) में 62 लोग मरे थे, सिलिगुड़ी कटिहार में 23 लोग मारे गये थे, असम मेल दुर्घटना में अलीपुरद्वार में 16 आदमी मारे गये थे, लखीमपुर में 9 आदमी मारे गये, लक्खीसराय में 18 आदमी मारे गये इसी तरह से इन दो दुर्घटनाओं में जो अभी हुई हैं, इतने लोग मारे गये हैं। सवाल यह है कि जिस मंत्रालय की या जिस मंत्री की जिम्मेदारी है रेल को सुरक्षित रूप से चलाने की क्या उन्होंने अपनी जिम्मेदारी पूरी की है, क्या वह अपना कर्त्तव्य पूरा कर रहे हैं? और यदि अपना कर्त्तव्य पूरा नहीं करते तो उनके प्रति क्या व्यवहार होना चाहिये? आज देश उनसे क्या मांग करता है, यह मैं यहां पर बतलाना चाहता हूं।

1962 में एक एक्सिडेंट कमेटी बनी। उस ने करीब 377 सुझाव दिये कि रेल दुर्घटनाओं को किस तरह से कम किया जा सकता है। रेल मंत्रालय ने अपनी वार्षिक रिपोर्ट में यह बतलाने की कोशिश की है रेलवे दुर्घटनायें कम हो रही है विशेषतः रेलों के बढ़ने के हिसाब से। लेकिन रिपोर्ट को पढ़ने के पश्चात् मैं एक ही परिणाम पर पहुंचा हूं कि पिछले दो सालों में जब से नया रेलवे बोर्ड बना है उस ने अब तक दो काम किये हैं, उसने रेल दुर्घटनाओं में नरहत्यायें की हैं और रेलवे को घाटे में डाला है। इस के सिवा उन का और कोई काम नहीं रहा चूंकि इस मंत्रालय ने एक साल में सब से ज्यादा नर-हत्यायें की हैं, इस लिये मैं समझता हूं कि मंत्री जी के लिये इसके सिवा और कोई सम्मानपूर्ण रास्ता नहीं है कि वह खुद इस्तीफा दे दें और रेलवे बोर्ड को एक दम मुअत्तिल कर दें। सवाल यह है कि इतनी सिफारिशें की गई, उस के बाद बजाय इस के कि रेलवे में एफिशिएन्सी लायें, रेलवे में सुधार करें रेलवे ऐक्सिडेंट्स को कम करने की कोशिश करें, रेलवे में एक्सिडेंट्स बढ़ते जा रहे हैं आज लोगों के दिल में शंका पैदा होती है। जिस प्रकार कुछ समय पहले वायु यात्रा करते समय लोगों को यह शंक पदा होती थी कि हवाई जहाज से जाने के बाद वह जिन्दा वापस लौटेंगे या नहीं, उसी प्रकार से आज रेल यात्रा करते समय उन के मन में शंका पैदा होती है कि वह जिन्दा लौटेंगे या नहीं। यदि पंडित दीन दयाल जैसे व्यक्ति की हत्या रेलगाड़ी में हो सकती है तो अनुमान किया जा सकता है कि रेल यात्रा कितनी असुरक्षित है, हिन्दुस्तान के विभिन्न भागों में जिस प्रकार से रेल गाड़ियां पटरियों से उतर जाती हैं और दुर्घटनायें होती हैं, उसे देखते हुए रेलों में यात्रा करना चाहिये या नहीं, यह प्रश्न उठना स्वाभाविक है।

[श्री हरदयाल देवगुण]

मैं समझता हूं कि इस के लिये जो भी सिफारिशें की गई थीं, सरकार ने उन पर अमल नहीं किया, और उस के बहुत से प्रमाण हैं। उन की अपनी रिपोर्ट में भी ऐसा बतलाया गया है, उन्होंने कहा कि 377 में से 305 पर उन्होंने अमल किया है, बाकी पर नहीं किया है, उन में मुख्य मुख्य सिफारिशें यह थीं कि सिग्नलिंग टैकनिक में सुधार किया जाये, उन में कोई ऐसी व्यवस्थाय की जायें जिन से घटनायें रुकें, और इस के लिये जो भी कर्मचारी हों वे योग्य हों, ट्रेन्ड हों, जो अनमैनड लेवल क्रासिंग्स हैं उनके लिये व्यवस्था की जाये उनके लिये अधिक आदमी रक्खे जायें और इस सारे प्रबन्ध को बदला जाय। लेकिन रिपोर्ट में कई ऐसी बातें थीं जिन पर आज छः साल के बाद भी न रेलवे बोर्ड ने अमल किया है और न मंत्रालय ने अमल किया है। यह कह कर टाल दिया गया कि अभी उन पर अमल करने की जरूरत नहीं है। कुंजरू कमेटी ने 1962 में जो सिफारिशें की उनसे भी ज्यादा जो महत्वपूर्ण सिफारिश है और जो कि 1966 की रेल दुर्घटना के बाद 1967 में कमिश्नर आफ रेलवे सेफ्टी ने जांच के बाद की थी, उसकी ओर मैं आपका विशेष ध्यान दिलाना चाहता हूं। उनका यह वक्तव्य 18 जुलाई, 1967 के समाचार पत्रों में प्रकाशित हुआ था। उन्होंने इस में कहा था :

"The Commissioner of Railway Safety wants the responsibility for all railway accidents to be extended to high levels and not merely confined to the lowest."

अब कभी रेल दुर्घटना हो जाती है तो अगर ड्राइवर जिन्दा बच जाता है तो उसको सजा दे दी जाती है, अगर प्वाइटसमैन पकड़ा जाता है तो उसको सजा दे दी जाती है और लीपापोती कर दी जाती है। मैं जानना चाहता हूं कि ऐसा करके क्या दुर्घटनाओं को आप कम कर पाए हैं ? ये तो बढ़ती ही गई हैं। इस वास्ते आपको इसकी तह में जाना पड़ेगा और जो असली कारण हैं उनको ढूंढना पड़ेगा। कमिश्नर रेलवे सेफ्टी ने कारण बताया है और कहा कि इनकी जिम्मेदारी बड़े आदमियों पर डालें अर्थात् आप ऊपर से जिम्मेदारी डालना शुरू करें। इसका कारण यह है कि रेलवे बोर्ड ने ऐसे नियम बिना दिये हैं जिन की वजह से दुर्घटनायें होती हैं। जब तक उन नियमों को बदला नहीं जाएगा तब तक दुर्घटनायें कम नहीं होंगी। उन्होंने कहा है।

"The Commissioner found that subsidiary rules of railways had become very cumbersome and create confusion in the minds of officers and staff. The Railway Board should review these rules and incorporate those useful ones in the general rules and discard others. Therefore, the formulation of subsidiary rules should be forbidden. The operating officers are conversant with the safety rules, but not with the technicalities and complicated working of modern safety aids."

इस प्रकार से और भी बातें उन्होंने नहीं है।

आप ने कहा है कि आप ने एक हाई पावर्ड इनक्वायरी कमेटी बिठाई है और इसमें इस सदन के माननीय सदस्य श्री मसानी भी हैं और दूसरे लोग भी हैं। लेकिन मैं समझता हूं कि बुनियादी बातों में जाने की जरूरत है। जब तक आप ऐसा नहीं करते तब तक ये दुर्घटनायें होती ही रहेंगी, ये बन्द नहीं होंगी। सब कुछ देखने के बाद मैं इस नतीजे पर पहुंचा हूं कि 1962 में कुंजरू कमेटी ने जो सिफारिशें की थीं उन पर गम्भीरता से अमल नहीं किया गया है और यही कारण है कि दुर्घटनाओं की संख्या उत्तरोत्तर बढ़ रही हैं।

दूसरी जरूरी बात यह है कि जिम्मेदारी छोटे लोगों पर डालने के बजाय बड़े लोगों पर डाली जानी चाहिये । मैं समझता हूं कि लोकतंत्र में और संसदीय प्रणाली में छोटे से छोटे काम की जिम्मेदारी भी बड़े से बड़े आदमी पर आती है । हमने अपने देश के लिए लोकतंत्र को अपनाया है । हमें इससे मतलब नहीं है कि भरवारी स्टेशन का स्टेशन मास्टर कौन था, कौन गाड़ी चलाने वाले थे । देश इस बात को नहीं जानता है । देश एक ही बात जानता है कि गाड़ी चलाने वाला रेल मंत्री है, श्री पुनाचा हैं या उनके साथी हैं रेल दुर्घटनायें होती हैं तो उनका उत्तरदायित्व इन पर आता है । अगर कोई मिसहैप होता है और गवर्नमेंट सुधार नहीं कर सकती है तो उनको गद्दी छोड़ देना चाहिये । गद्दी छोड़ने की यह परम्परा श्री लालबहादुर शास्त्री जी ने डाली थी । अपना त्यागपत्र दे कर एक बहुत स्वस्थ परम्परा का उन्होंने श्रीगणेश किया था । संसदीय लोकतंत्र में ऐसा किया भी जाना चाहिये, ऐसी जिम्मेदारी अब पुनाचा साहब को लेनी चाहिये । मंत्री अपने महकमों के प्रश्नों के उत्तर खुद देते है । कभी वे जिम्मेवारी अपने लोगों पर डालने की जरूरत नहीं समझते । आप यह भी देखें कि अमरीका के राष्ट्रपति ने उत्तरी वियतनाम में जंग की जीत में अपनी असफलता को स्वीकार किया है और दिलेरी से काम ले कर गद्दी छोड़ने की घोषणा की है । उसी तरह से पिछल दस सालों से जो नर हत्या कांड रेलों पर हुए हैं, उसका एक ही प्रायाश्चित है इस सरकार के लिए, कि रेल मंत्री आज यह घोषणा करें कि वे अपने पद से त्यागपत्र देते हैं और रेलवे बोर्ड को अपदस्थ करते हैं अगर वह ऐसा काम करेंगे तो आने वाला रेल मंत्री जो होगा उसको मालूम होगा कि हिन्दुस्तान का कोई भी कोना हो, यात्रियों को उनके गन्तव्य स्थान तक सुरक्षित पहुंचाने की जिम्मेवारी उस पर है । मैं समझता हूं कि अगर बड़े आदमी इसकी जिम्मेवारी लेने के लिए तयार होंगे तो एक्सीडेंट्स कम हो जाएंगे, रेल यात्रा सुरक्षित हो जाएगी । बड़ी दुर्घटनाओं की जिम्मेवारी छोटे लोगों पर डालने से काम नहीं चलेगा । लोकतंत्र में छोटी से छोटी गलती के लिए भी बड़े से बड़ आदमी को माफ नहीं किया जाना चाहिये । परन्तु होता यह है कि बड़ी से बड़ी गलती बड़े से बड़े आदमी को माफ कर दी जाती है लकिन छोटी गलती भी छोटे आदमी को माफ नहीं हो सकती है । इसलिए मैं समझता हूं कि जो रेल दुर्घटनायें वर्तमान मंत्री महोदय के कार्यकाल में हुई हैं उनका प्रायश्चित उनको त्यागपत्र दे कर करना चाहिये । यही आज देश की मांग है और आपको इसे स्वीकार करना चाहिये ।

MR. SPEAKER: The opening speaker, naturally, has got this much time but other Members will have to keep to the time schedule. With six parties on this side and six on that side—I have to call one from that side also—it will be 10 or 12 people. With only one hour and fifteen minutes left, even if 6 or 7 minutes are given for each Member, it cannot be completed by 8 O'clock. Therefore, I appeal that hon. Members should be brief and to the point.

श्री क० ना० तिवारी (बेतिया) : रेल दुर्घटनाओं को लेकर जो सवाल अभी पूर्व वक्ता महोदय ने उठाया है इसमें कोई शक नहीं है कि हम सभी को दुख है । जब इस तरह की कोई दुर्घटना हो जाती है तो सभी को चाहे वे किसी भी दल से सम्बन्ध रखते हों या किसी भी तबके के लोग हों, तकलीफ होती है, दुख होता है । जो इन दुर्घटनाओं में मारे जाते हैं या घायल हो जाते हैं उनके परिवार वालों के साथ सभी की हमदर्दी होती है ।

[श्री क० ना० तिवारी]

लेकिन मेरी समझ में एक बात नहीं आई है। रेल दुर्घटना अगर कोई हो जाती है तो वह चूंकि केन्द्र का विषय है, इस वास्ते यहां आ जाती है और उस पर चर्चा हो जाती है। लेकिन आप देखें कि आज के वैज्ञानिक युग में जब हम हवाई जहाज से यात्रा करते हैं, या मोटर चलाते या साईकिल चलाते हैं तो कोई भी प्रान्त ऐसा नहीं है, कोई भी नगर ऐसा नहीं है जहां पर कि एक्सीडेंट न होते हों। हर रोज हमें पढ़ने को मिलता है कि दिल्ली में इतने लड़के दब कर मर गये, सड़क दुर्घटनाओं में मर गए। यह भी हम कई बार पढ़ते हैं कि कहीं किसी स्थान पर हवाई जहाज टकरा गया और इतने आदमी मर गए। यहां हमारे देश में भी इस तरह की दुर्घटनायें हुई हैं और विदेशों में भी होती हैं। हमारे अपने देश के मिलिटरी के आदमी जब काश्मीर की तरफ गए हुए थे और फ्रंटियर की तरफ जा रहे थे और जिनमें बड़े बड़े जनरल भी थे, उनके साथ भी एक्सीडेंट हो गया और उस एक्सीडेंट में वे मर गये थे।

अभी श्री देवगुण ने जो कहा है उस में मैं उनके साथ एग्री करता हूं और वह मेरी सजैशन को भी मान लें। उन्होंने कहा है कि अगर कोई छोटे से छोटा आदमी भी गलती करे तो बड़े से बड़े आदमी को उसकी सजा मिलनी चाहिए। मेरा ख्याल है कि अगर इस रूल को एप्लाई किया जाए और डेमोक्रेसी का नाम भी आपने लिया है तो इस लिहाज से अगर किसी के घर चोरी हो जाए तो जेल में उस घर के बड़े से बड़े आदमी को भेजना चाहिये चोर को या नौकर को नहीं। घर का मालिक होशियार नहीं था इसलिये उसके घर पर चोरी हो गई। उसके घर में नौकर सोता रह गया इस वजह से उस पर तो यह जिम्मेदारी नहीं आनी चाहिये लेकिन मालिक पर यह अवश्य आनी चाहिये।

उन्होंने कुछ फिगर्ज भी दिये हैं। मुझे पता नहीं कहां से वह इन फिगर्ज को लाए हैं। मेरे पास जो फिगर्ज हैं उनके अनुसार 1948–49 में टोटल नम्बर आफ एक्सीडेंट्स 24120 थे और 1949–50 में 20623। लेकिन ये घटते-घटते 1966–67 में 5889 रह गए। जहां तक मृतकों की संख्या का सम्बन्ध है, वे फिगर्ज न तो उनके पास हैं और न ही हमारे पास।

जहां तक एक्सीडेंट्स का सम्बन्ध है यू० आई० सी० की रिपोर्ट को आप देखें। डिरेलमेंट जो होती है या एक्सीडेंटस जो होते हैं उनकी फिगर्ज इस प्रकार हैं। इटैलियन स्टेट रेलवे : 0.32, फ्रेंच नैशनल रेलवे : 0.90, जर्मन फैड्रल रेलवे : 1.96, स्वीडिश स्टेट रेलवे : 2.52, बेलजियन नैशनल रेलवेज : 2.53, नोर्वेजियन स्टेट रेलवेज : 2.85, डेनिश स्टेट रेलवेज : 3.36, कैनेडियन पैसिफिक रेलवेज : 3.44, जैपेनीज नैशनल रेलवेज : 3.93, फ़िनिश स्टेट रेलवेज : 4.46, कैनेडियन नैशनल रेलवेज : 4.60, यूगोस्लाव रेलवेज : 5.83, पोर्टुगीज रेलवेज : 5.85, साउथ अफ्रीकन रेलवेज : 58.46।

इन फिगर्ज से यह प्रकट होता है कि संसार में कोई भी ऐसा देश नहीं है, जहां कम या ज्यादा एक्सिडेंट नहीं होते हैं। इसलिए अपोजीशन की ओर से केवल प्रापेगेंडा के लिए यह मांग की जा रही है कि रेलवे मिनिस्टर रिजाइन कर दें। मैं यह पूछना चाहता हूं कि जब दिल्ली में बस आदि के इतने एक्सिडेंट होते हैं, तो यहां के लेफ्टिनेंट गवर्नर या चीफ़ एक्सीक्यूटिव कौंसिलर रिजाइन क्यों नहीं करते हैं। अगर यू० पी० में किसी इसी तरह की कोई दुर्घटना होती है, तो यू० पी० के चीफ़ मिनिस्टर क्यों न रिजाइन कर दें? अगर बिहार में कोई दुर्घटना होती है, तो वहां के चीफ़ मिनिस्टर क्यों न रिजाइन कर दें?

श्री कंवर लाल गुप्त (दिल्ली सदर) : श्री लाल बहादुर शास्त्री ने क्यों रिजाइन किया था ? क्या उन्होंने इलैक्शन की जरूरत से रिजाइन किया था ?

श्री क० ना० तिवारी : "कहीं की ईंट, कहीं का रोड़ा, भानुमती ने कुनबा जोड़ा ।" माननीय सदस्य ने श्री जानसन के इस्तीफे और रेलवे दुर्घटनाओं को मिला दिया । कानों को तो यह बात अच्छी लगती है, लेकिन फैक्ट्स से उसका कोई सरोकार नहीं है ।

माननीय सदस्य ने कुंजरू कमेटी की रिपोर्ट का भी जिक्र किया है । उस रिपोर्ट में इस बारे में ये फिगर्ज दिये गये हैं :

"There are over a million railway workers. . . ."

"Dr. Kunzru has stated that the staff who were responsible for accidents constitute only 0.13 per cent of the total number of staff."

मैं रेलवे मंत्री महोदय से यह निवेदन करना चाहता हूं कि रेलवे प्रशासन में जो स्लैकनेस आ गई है, उस को यथाशक्ति दूर किया जाना चाहिए । खास तौर पर जिन यूनियनों के लोग पापुलेरिटी हासिल करने के लिए इन दुर्घटनाओं के कलप्रिट्स को डिफेंड करते हैं और गलत काज को लेकर लड़ने लगते हैं, जो रेलवेज में डिसिप्लिन नहीं रखना चाहते और उसमें डिसिप्लिन नहीं रखने देते हैं, उनकी रीकगनीशन को छीन लिया जाना चाहिए ।

मैं समझता हूं कि सभी माननीय सदस्य इस बात से सहमत होंगे कि आज तक रेलवे की दुर्घटना की कोई जूडिशल एन्क्वायरी नहीं हुई है और मंत्री महोदय ने ही पहले-पहल यह कदम उठाया है कि मैसूर की रेलदुर्घटना के सम्बन्ध में एक जूडिशल एन्क्वायरी की व्यवस्था की है । यही नहीं, उन्होंने इस कमिशन में इस सदन के सदस्यों को भी शामिल किया है । यह कमीशन इस बात का पता लगायेगा कि इस दुर्घटना के संबंध में किसने गलती की ; किसी बड़े अधिकारी ने गलती की या छोटे ने की । उसकी रिपोर्ट इस सदन के सामने आयेगी । मैं समझता हूं कि अगर आगे भी कोई रेल दुर्घटना हुई, तो वह जूडिशल एन्क्वायरी कायम करने की इस परम्परा को जारी रखेंगे । मुझे आशा है कि रेलवे के काम में जिस इम्परूवमेंट की आवश्यकता है, वह पूरी शक्ति के साथ उस को लायेंगे ।

श्री हुकम चन्द कछवाय (उज्जैन) : अध्यक्ष महोदय, मैंने भी अपना नाम दिया हुआ है । मुझे केवल पांच मिनट दे दिये जायें ।

अध्यक्ष महोदय : नाम तो बहुत हैं, लेकिन पहले सभी पार्टियों को चांस देना होगा ।

SHRI TENNETI VISWANATHAM (Visakhapatnam): I shall be very brief. A number of accidents have been read out by my friend on the right, and a number of accidents have been read out by my friend on the left, and here we are left in the centre in a sort of confusion. Convenient numbers have been read out by both the sides and both may be right. But what is necessary is to see that technically the railways are improved. It is all right to say that the Minister must resign. It is true that, in 1962, late Shri Lal Bahadur Shastri resigned. There are some people who are very emotional like myself and very often we resign whenever there is an earliest opportunity to resign. But resignations will not solve these questions. There must be something more which must be seriously looked into.

The Railway Minister is helped by a secretariat which is a technical one. He has no independent method of

[Shri Tenneti Vishwanathan]

inquiring into what the Railway Board says, because the Chairman himself happens to be the Secretary to the Railway Minister. Therefore, what I feel is that, in these technical matters, the Railway Minister must have some independent advice and independent secretariat, and then he can have a technical commission, as it were, functioning all through.

Now, from the reports read, we find that very often these trains telescope into the other trains and several wagons get crushed almost. Is it not possible for these people to devise a method of constructing in-built shock absorbers which do not cause such a heavy damage? These are technical matters, no doubt. Therefore, what I submit is that, taking a lesson from what is happening, the Railway Minister should constitute immediately a technical commission to go into not merely the signalling system and the various things which are subjected to human agencies, but also a new design of construction of these various wagons. This is all that I want to submit.

SHRI NAMBIAR (Tiruchirappalli): I would like to go a little deeper into the subject. The point is that there must be a comparative study of the period first before the 2nd Plan and during the last ten years of the Second and the Third Plan periods which will throw some light. We will find that, during the last ten years, the railway capital-at-charge has increased by 200 per cent, *i.e.*, from Rs. 975 crores in 1956, it has come to Rs. 2,848 crores. So also, the passenger kilometre has increased by 66 per cent, *i.e.*, from 63,000 million kilometres, it has come to 103,000 million kilometres. The freight tonne kilometre increased by 100 per cent *i.e.* from 59,000 million kilometres to 117,000 million kilometres. The ross earnings have increased by 144 per cent, *i.e.*, from Rs. 317 crores to Rs. 776 crores. I am giving the figures upto 31st March, 1967. But the total route kilometre has increased only by 5 per cent; the total number of employees increased only by 33 per cent, *i.e.*, from 10,23,000 employees on 31st March, 1956, to 13,66,381 employees today. You will find here that the workload of the railways has increased to such a great extent: if you put an index figure that on 31st March, 1956, the workload was 100—some figure you calculate—it will be 200 by now; that means, it is just double, but the employees have increased only by 33 per cent. That means; for doing all these increased works, the number of employees has increased only by 33 per cent, and the work that they have to turn out is 100 per cent more. There, you will find the actual lacuna, and I am supported here by the recommendations of the Kunzru Committee. With the new budget proposals you will find that another 6 to 7 million tonnes of originating traffic would come. This means that next year the traffic will be more, and thus the workload is terribly increasing at a rapid pace.

19 hrs.

The Kunzru Committee in its report of 1962 has stated that there is shortage of staff and inadequate refresher course. This was the position in 1962. The situation has not at all improved. The number of staff has not increased. The committee says:

> "There appears to be heavy shortage in almost all the important categories of operating staff like assistant station masters, drivers, loco-shed maintenance staff etc. A very high proportion of those workmen were neither sufficiently educated nor adequately instructed in their duties. Owing to heavy shortage in staff, it has not been possible to send them for refresher course."

The committee has further said:

> "One district operating superintendent told us that in his district there were as many as 93 vacancies against a sanctioned strength of 338 assistant sation masters. Due to the unhealthy climate in his own areas casualties due to sickness were often more by 25 per cent, while the relieving strength was generally fixed at 20 per cent. This caused difficulty in sparing the staff for refresher course and even for leave."

This was the position in 1962. The position today is almost the same.

With regard to maintenance also, the committee has a sorrowful comment to make. The committee says that maintenance has not improved. It is a long quotation and, therefore, I o not want to read out the whole of it. But I would only like to point out that in para 75 the committee says:

> "In the evidence tendered before us, the drivers complained that the booked repairs were not given due attention. They particularly spoke of passenger trains running with inadequate brake power.".

What has happened near Allahabad may be a case where the brake power may not have been sufficient. We see from the newspapers that the driver's hand was on the brake, but the brake did not work. The wagons did not have sufficient vacuum brake power and so he could not stop it. This state of affairs was found out as early as 1962, but nothing has been done to improve the position. Of course, the hon. Minister may say that after 1962 things have improved, but I can prove that the contrary is the case with the same lot of material which the railways themselves have supplied, but unfortunately I do not have much time at my disposal. The committee says:

> "A loco foreman of an important shed on the railway accepted the correctness of the complaint and stated that there was shortage of essential materials etc."

In this connection, I would like to point out to you what has been stated in a recent hand-bill issued by the South Central Railway Drivers' and Firemen's Council, dated 1st March, 1968, just a few days before the accident, in which they have stated the correct position in regard to the working hours. They say:

> "Today when the world working class is demanding 40 hours a week, we Indian running staff are working 30 to 50 hours at a stretch.'

It is shameful that they should work 30 to 50 hours at a stretch, and yet, four Government and railway officials are not satisfied with the inhuman working conditions; when the ?crew demands relief after 13 or 15 hours of work, they are not only threatened with dire consequences but they are also arrested and suspended." This is what the workers have stated just a few days before the accident took place.

Even the Kunzru Committee has stated in paragraph 61 of Vol. I of its report that:

> "A recent survey undertaken by the Railway Board to assess the correct position in this respect showed that there was an appreciable number of cases where drivers remained on duty for over 20 hours at a stretch.'.

This was found out by the Kunzru Committee even in 1962. From the above hand-bill dated 1st March this year, you will find that the same situation continues even now. When that is the case, how is it possible

[Shri Nambiar]

to avoid accidents? It is not possible. As I suggested the other day, those responsible in the administration for the entire railway running should be held responsible. After all, technically we can say that the Railway Minister must resign, but the persons who should quit must be the Railway Board because they had failed to provide the adequate number of staff.

The Railway Ministry says that it has implemented 326 out of 353 recommendations. But what are those 326 recommendations dealing with? Have they implemented this one main thing? So many specific instances have been given. I would like to know whether the recommendations in this regard have been implemented. This is a very sad story. The railway is run by the Board at the top. The powers of the general managers are very little. You may say that tomorrow if another Board comes, what is the way out? We do not want the present system of this Board sitting on the top like a big octopus. Our railway is the third biggest in the world.

AN HON. MEMBER: A British legacy.

SHRI NAMBIAR: We have today 11,193 locomotives, 23, 744 Coaches and 2,55,107 wagon units on the line. Our railway runs throughout the country. Such a mighty organisation is presided over by bureaucrats here who are not prepared to listen. Even the report of this Committee has been discarded in essential matters. Today as a result accidents are on the increase.

I am not trying to score a political or debating point. My submission is that we must have a safe railway system in the country. That can be ensured only by a radical change in the present set-up. I have no anger or animus against anybody. Why should I have? I am looking at it from the realistic safety point of view, not to score a political point. Passengers are being killed. This is not a pleasure to see. There is no politics in it; we do not want to play politics with dead bodies.

Railway Ministers come and go. After all, their supervision is general and political. The executive and operational responsibility is on the Railway Board and the general managers. It is their failure with which we are mainly concerned and it is they whom we accuse. There is no dearth of capital and equipment. During the last 10 years, Rs. 1900 crores have been ploughed in the railways—never heard of such an investment in any system in the world. We borrowed this from the IMF and the World Bank. In spite of this, why has efficiency gone down? Every possible equipment has been imported; there is nothing which could not be imported with so much money. The so-called experts sitting at the top must answer.

Secondly, they have an utterly false sense of economy which is another factor only to cover up lavish and wasteful expenditure and the corruption that has crept in. I am sorry there is corruption, but there is no time for me to give you instances.

Then they have failed to implement the spirit of the Kunzru Committee recommendations. Their economy is penny-wise and pound-foolish. If they had implemented the Kunzru Committee recommendations, these accidents would not have occurred and things would have improved.

My finger is again at the bureaucracy. The bureaucracy is so rampant that from top to bottom at all levels of the administration, there is favouritism, nepotism, groupism and regionalism—with all the consequences that these evils breed. That is the unfortunate situation today. Very little attempt is made to look into the real needs of men and material on the lines. The railway administration has grown like an octopus.

I have my concrete suggestions. We have enough, enough equipment. We have enough traffic potential. But we have a corrupt bureauratic administration incapable of delivering the goods. That is to be changed. You may ask, what is the alternative? An expert committee of engineers and technicians can advise the Minister. A non-official standing committee of MPs and other interests may also be there to advise him. But the body which can only be an expert committee should not have any power of administration to decide the policies. The general managers must be given more powers of administration.

Lastly at the divisional levels, there must be Joint consultation between employees and the administration in Joint Councils to solve problems that crop up. With regard to the proposed high-power Inquiry Committee, we are not satisfied with the personnel. It must be a little more comprehensive and broad-based. We want a genuine attempt made to get at the root of the present situation.

SHRIMATI VIJAYA LAKSHMI PANDIT (Phulpur): Mr. Speaer, Sir, the debate this afteroon arises from the tragic loss of life which has taken place in a series of swift-moving railway disastres during the last few months. We are so far away from these disasters that although we may shed a tear or two when we read our morning paper, yet, by the time we move into this House and a debate of this nature begins, we are inclined to forget the realities of the situation and talk of superficialities.

There has been a reference to the much larger number of railway accidents in other countries. How does it matter to us how many people die eleswhere or how many accidents take place in some other country? We are not going to compare our accident rate with theirs and increase our accidents rate if theirs is greater. The thing that concerns us here today is that in this unhappy country where human life is so cheap, we should not allow it to get any cheapers. I have before may eyes a tragic incident of the other day: when Rs. 200 was offered to one of the people who had lost a member of his family, the poor man began to cry and he said:

क्या मेरी ग्रौरत की 200 रु० की ही कीमत थी ?

AN HON MEMBER: Shame.

19.10 hrs.

[MR. DEPUTY-SPEAKER *in the Chair.*]

SHRIMATI VIJAYA LAKSHMI PANDIT: That Rs. 200 was only a little interim assistance, but the point is that the people who suffer largely in such accidents are people who have nobody behind them, nobody to speak for them and nobody to care for them. I overheard a remark ot Bharwari station which chilled my heart. Somebody said—I am sure it was not meant to be overheard—"Thank God, there were no first-class passengers." Our minds seems to be governed by the wrong motives. Instead of giving priority to what is important we practice our oratorial skills and thus lessen the value of the very thing we speek to remedy.

I was in Allahabad at the time of the Bharwari disaster. The disaster took place sometime at night, and it was only in the morning when I read my newspaper that I knew about it. The scene was so close and the obvious thing to do was to go to the scene. I telephoned the District Magistrate and he and the Superintendent of Police who were leaving for Bharwari kindly called at my house and took me along with them. I cannot tell you the scene that we saw at Bharwari. The impact of the two trains must have been absolutely phenomenal, becuse the great steel engine was twisted like a piece of paper; it was cut into ribbons as if one had taken a carving knife and slashed it up. What had happened

[Shrimati Vijaya Lakshmi Pandit.]

to the coaches and the wagons, you can well imagine. Some from the goods train had jumped on the opposite platform. Most of the bodies had been extricated by the time we arrived, and I would like to pay a sincere tribute to the swiftness and the efficiency with which those who came to help,both the staff and the officials and the volunteers, managed to get the people extricated. I believe one little child was even saved in spite of the fact that the position in which he was caught was a very dangerous one.

Passengers who had died were also twisted like the engine. They must have died a most terrible, agonizing death. The engine-driver himself—I did not see him—his body was there and I confess at that point I could not stomach any more, but I was told by those who had seen him that not only was he clinging and pulling the brake towards himself but the agony on his face showed that he must have been aware that something terrible was going to happen which he could not prevent. This accident has happened and other accidents have happened before this, one after the other, in which valuable human lives have been lost, which you cannot replace by any amount of money you give to the survivors. The scene in the hospital in which three people were lying was horrible—Subsequently two of them died and so far I have not seen the report of the third—who was also very badly injured. There were two or three men whose relatives had not been found. There was one man, seemed to be conscious and I asked him how he was. He said, "Don't bother about me. Where are my children?" One child had died in the most gruesome manner—the whole skull was crushed to pulp. There was another little one who had been brought to the same hospital and later identified, who had received serious injuries, but who was out of danger. The third child was alive. But the wife had died, I am just saying these things to make the mood of the House more in keeping with the occasion.

In response to this series of accidents, a Commission has been appointed. As has been pointed out, this judicial commission is the first of its kind. The purpose of a commission or enquiry or any form of research is that the recommendations may lead to the stoppage of the things that have been occurring. But that does not always happen. We have had commissions which produced some extremely valuable reports like the Kunzru Report. But the recommendations are either not wholly accepted and implemented or if they are, there is some slackness somewhere else which comes in the way of change. A commission is going to sit and they will find out, I hope, what the real reasons were for this tragedy. But it seems to me that no great intellect and effort is required to know that a number of things are wrong in the railways. Mr. Nambiar has read those figures from the report, which confirms what one sensed about the situation in the railways. There is no doubt that with all the outstanding people who have been appointed to it, the commission will produce another report. I hope it will be read and implemented swiftly before more accidents take place.

I do not believe there is any special need for the Railway Minister to resign over this. Resignation is something which is prompted by one's own conscience; it is not to be dictated by anybody. If he resigns through pressure, that could not be in keeping with the spirit of what has happened. Shri Lal Bahadur Shastri resigned because he was sensitive to what had happened and I think he took those accidents as a personal things which of course they were not. So, I see no reason why we should demand the resignation of the Minister. But I do entirely endorse the

claim that has been made that something is very wrong with the Railway Board which must be remedied. I would very humbly suggest that when the time comes for the commission to give its report, due emphasis should be given to priorities. Unless this is done, the less important recommendation might well be implemented and the important one bypassed. We are becoming accustomed to railway accidents but fears of them is there. It is not fair on the public not to know, when they get into a train, whether they will reach their destination safely. Even a person like myself, who travels so frequently, who never bothers about the mode of travel, who has the means to travel in luxury, when I get into my train that night, said to myself "I do not know if I will reach Delhi." The citizens of a free country have a right, to demand security for themselves on all levels including on the railways. I know that the Government is doing a great deal in order to try to bring about these changes. But it is not enough. And there are many things which, if they are doled out in small quantities, become a question of too little and too late and the objective is not served.

So, I would like to say with great respect to the Minister, to the Government, let us use this inquiry for the sake of a really deep research into what is necessary to prevent all the death and tragedy which these accidents cause instead of apportioning blame, let us try to see that accidents are prevented in future.

I would like to joint my voice with those who have said that it is no use blaming the little man at the bottom. To begin with, in the railways, like many other things, the man who holds the greatest responsibility is entirely uneducated but he suffers while the people higher up go scot-free by virtue of their position.

So, I would like to suggest that Kunzru Committee Report be re-read only to find out if neglect to follow its recommendations was the cause of some of the recent accidents. It is necessary to give the people a feeling that everything that can be done is being done to ensure safe travel and I am sure nobody in their senses would want the Railway Minister to resign because two, three or four accidents however serious have taken place. Perhaps, the Railway Minister is more heavily burdened in his conscience than any of us are.

MR. DEPUTY-SPEAKER: Before I call the next Member I would like to state one thing. The Speaker has already announced that the Minister of Railways will be called exactly at 8 O'Clock. So, we have got 40 minutes with us. Since we had a discussion on the Railway Demands for Grants only recently, I would request each hon. Member to confine his remarks to five minutes.

SHRI S. M. BANERJEE (Kanpur): No, Sir. Five minutes is not at all sufficient. We require more time.

MR. DEPUTY-SPEAKER: In any case, he will not participate .... (*interruption*). I am making this request to all hon. Members. Let them be very brief.

SHRI S. M. BANERJEE: If that is the attitude, we are not going to take part in the debate.

MR. DEPUTY-SPEAKER: If he does not want to participate, let him not participate. I cannot help it.

SHRI S. M. BANERJEE: Why this restriction, I cannot understand. We can sit a little more time and have a detailed discussion.

MR. DEPUTY-SPEAKER: He can sit till tomorrow, if he wants. But I must look to other factors. I am calling the Minister at 8 O'Clock.

SHRI S. M. BANERJEE: If you have some other work, you can ask somebody else to preside. Why should you restrict the debate?

MR. DEPUTY-SPEAKER: I have already given the decision.

श्री जार्ज फरनेन्डीज : स्पीकर साहब ने कहा था कि जब डिबेट शुरू होगी तब देख लेंगे ।

SHRI S. M. BANERJEE: If you are so strict, why did you allow Shrimati Vijaya Lakshmi Pandit more than five minutes? You should have stopped her . . . (*Interruptions*).

MR. DEPUTY-SPEAKER: I will not tolerate this . . . (*Interruptions*). She rarely participates in discussions. Then, she had gone to the scene of the accident. So, I am justified in giving her that much time.

SHRI S. M. BANERJEE: When so many people have died and there is a discussion you are restricting the time to five minutes.

MR. DEPUTY-SPEAKER: So far as the question of regulation of time is concerned, I am not going to ask for the sense of the House.

श्री तुलसीदास जाधव (शोलापुर) : अगर श्रीमती विजय लक्ष्मी पंडित ने ज्यादा टाइम ले लिया है तो अब हम लोग नहीं बोलेंगे ।

MR. DEPUTY-SPEAKER: I have already said that. Please resume your seat . . . (*Interruptions*).

SHRI G. VISWANATHAN (Wandiwash): Mr. Deputy-Speaker, the series of accidents in the last 45 days, killing 100 people, has created a crisis of confidence in the public mind. There is a fear, a scare, that rail travel is no more safe in this country. When a passenger boards a train, he is not sure of going to his destination but, most probably, he will attain *nirvana* before reaching his destination in this mundane world.

Who is responsible for this tragedy? One Congress Member, Shri Tiwary, denied that the railway administration is responsible. What does the Kunzru Committee say about this? I quote:—

> "The responsibility for improving the safety record of the Indian Railways rests squarely and for ever on the railway administration.".

So, the railway administration is responsible and they cannot shirk it.

Who is really administering the railways? As Shri Nambiar pointed out, the Minister is like Indra. Indras come and go but Indrani remains the same. The Railway Board is in actual, *de facto*, control of the railway administration. Even a powerful railway minister is only the liaison officer between Parliament and the so-called Railway Board. So, they have to pay the price and the price must be the immediate dismissal of the Railway Board. I demand the immediate dismissal of the Railway Board as a price for all these accidents.

AN HON. MEMBER: They are man-eaters; they are murderers.

SHRI G. VISWANATHAN: The other day the tenor of the argument of Shri Parimal Ghosh in the other House was that as the traffic goes on heavily increasing, the number of accidents is bound to increase. It is not the case. Actually, the Kunzru Committee went into this matter and they have stated categorically—I quote:—

> "As such, the railways either wilfully or perforce relegate safety to a secondary position giving overall priority to movement.".

This is a serious charge against the railway administration by the Kunzru Committee.

Now, they will come and say, "We have appointed another committee with Shri Wanchoo as the Chairman." What are we going to achieve then?

We have appointed so many committees before. They are not at all implementing the reports of the various committees. Before the Kunzru Committee's report there were so many study teams and committees. About the reports of these committees the Kunzru Committee has stated—I quote:—

> "From the study of the limited issues undertaken by the committee so far, we have gained an impression that some of the purposeful recommendations on matters of safety, made by the previous study teams and committees, have not received the consideration they deserved."

Then, what is the railway administration doing? They are keeping quiet, doing nothing. So, they have to pay the price.

This committee has recommended various measures for safety on railways. Usually, railway accidents are of four types—collision, derailment, level crossing accidents and trains passing danger signals. There are, we are told, about 1,200 unmanned gates which have to be manned. The Minister has to look into this matter also.

Due to heavy traffic the track is not in good condition. The track has to be maintained in a better condition. These things are there but the railway administration is not doing anything. Power is concentrated in the Railway Board. They are having all sorts of control over the railway administration whereas the general managers in various parts of the country are only like servants. Mostly all the orders they have to get from Delhi. Power must be decentralised and more powers must be given to the general managers. The ultimate control should be in the hands of the Minister and not with the Chairman or members of the Railway Board. Only then can we have the Minister held responsible for all accidents wherever they happen, either in the south or in the north. So, I require the immediate dismissal of the Railway Board and the Minister must take full responsibility of the whole administration of railways in this country.

SHRI H. AJMAL KHAN (Periakulam): Mr. Deputy-Speaker, Sir, it is perhaps not possible to shame the railway authorities with its record of accidents which have become endemic. At frequent intervals they occur with no end of damage to the morale of the travelling public. There is thus little that is surprising in the latest accident that occurred on 30th March at Barwari station of the Northern Railway where more than 20 people are reported to have been killed. This, Sir, added one more in the tragic list which has rocked the country in the recent years.

The Deputy Minister of Railways in his instant reaction indulged in typical official sophistry. Unfortunately, for all of us who travel so frequently the authorities have done pretty little excepting in a very routine way sending condolences to the next of kin and they took a step further this time to announce throwing some pittance of a few hundred rupees as if that would bring the dead back to live.

Sir, during 1968 itself, in spite of the boasting of Mr. Poonacha's junior, Shri Parimal Ghosh in the Lok Sabha on 25th February, 1968 that accidents in the recent past have been falling by giving out an array of facts and figures, in the current year itself we have had several major accidents. On 15th February, it was near Lakhiserai station when scores of passengers were run over by the mail train. Then, it was on the 20th March when near Mysore a train ran into a stationary train killing several people, and then the Sircar Express ran into a bus and now it is the Barwari accident. This accident near Allahabad occurred 12 days after the disastrous collision between two trains near Hubli where 54 persons were killed.

[Shri H. Ajmal Khan.]

I have been looking through the papers this morning and for the current year, there were no fewer than six collisions and 17 derailments in the past three months only. I would not waste the time of the House by giving details of the loss of human life, property, etc. In most cases, human failure is responsible for these accidents. In 1966-67, of the total 5,889 accidents, 3,225 accidents were due to human failure. Failure directly or indirectly on the part of the railway staff is lack of care of railway equipment, engines, rolling stock, lack of overhead bridges, blind curves, signals, unmanned level crossings, etc. If we see from the figures of accidents as between 1957-58 to 1962-63, the number of accidents from 1,729 rose to 1,851. Deaths due to accidents as between 1965-66 to 1966-67 have increased from 41 to 209.

It is most unfortunate that the railways do not seem to be learning from the past experience as we find there is similarity of accidents, similarity of causes in many cases. Enquiry Committees are appointed, recommendations are made but they are never implemented. They are only for public consumption, for getting headlines in the newspapers and make bold statements on the floor of this House.

Some two years back at a conference of senior officials it was pointed out that one of the causes of the accidents was the manning of safety organisation by non-technical men. There is nothing to indicate that this situation has been remedied. Though it is an old story, I would like to repeat the accident at Lakhiserai station in Bihar. The type of accident last month was almost the same as happened in 1967. There is a blind curve near Lakhiserai where neither the engine driver can see what is ahead of him nor the pilgrims crossing the railway track in the absence of the railway bridge can see when the train is coming from the other side. It was this which was responsible for killing several people last year and the same factor responsible for accidents last month. In 1967, an enquiry committee was set up and several simple preventive measures were recommended by the commission, for example, to set up a fence between up and down lines, straightening out of curves, etc. Unfortunately, no action was taken; otherwise repetition of this accident could have been avoided.

MR. DEPUTY SPEAKER: Please conclude now.

SHRI H. AJMAL KHAN: One minute only.

We talk of monopoly in the private sector as if monopoly in the public sector should be condoned. The Railway Board is the biggest monopoly in our country. During the Third Plan, its capital assets have increased from Rs. 1,521 crores to Rs. 2,680 crores, representing an increase of 76 per cent in five years. Its corresponding expediture has increased from Rs. 1,0002 crores to 2,000 crores, representing 100 per cent increase.

MR. DEPUTY-SPEAKER: He should conclude now. We have had a discussion on the Railway Budget.

SHRI S. M. BANERJEE: Accidents have taken place after that.

SHRI H. AJMAL KHAN: I, therefore, plead with the Government through this House that this monopoly should be broken. Railways, along with the Hindustan Steel and other public sector undertakings, must be brought within the scope of monopoly and action taken to create healthy competition as in private sector.

In conclusion, I would like to quote from the editorial of the *Times of India*.

> "Meanwhile, it is necessary to take a hard look at the long-drawn procedures of accident in-

quiry which have neither helped to avoid accidents nor have had a chastening effect on inefficient and indifferent railwayman who are all too ready to fling meaningless statistics in the face of the public to prove their pet theory that the railways are safer than road transport."

SHRIMATI TARKESHWARI SINHA (Barh): After the hon. Member, Shrimati Vijaya Lakshmi Pandit spoke, the whole House was very much moved, and I would certainly expect a very very senior member, Mr. Gupta, to exercise that sobriety which is needed for this kind of debate.

This is a very unfortunate incident. Surely, the whole House was moved and it feels very sad about it. There is no doubt about it. Yet, we cannot ignore the fact that this matter has to be examined in proper perspective. Everybody knows, every member of this House knows, that nearly 6 million people travel on the Indian railways which has got 7,000 railway stations from Victoria Terminus to flag stations, where the track is more than 68,864 kilometres and the employees that man the railways are nearly 13½ lakhs. It is a very big organisation. Yet, let us examine these two incidents and see what happened. Of course, a Commission of Inquiry has been set up. We cannot go into the details. The Commission will be able to find them out. But from whatever appeared in the papers and what we know of the incidents, we find this.

In the case of Bharwari let us see what happened. I travel through that track very often because when we come from Patna, we come by that track. We know that the track is completely automatic. Since the electrification of that track, the entire signalling system of that track has been made automatic. I cannot, therefore, believe that, when at Bharwari there was a train standing, there could be any clearance given by any man there, because the automatic signlling operation does indicate the red or green light; when any train is not standing on the platform, automatically clear signal is given. Morever, electric trains run very fast and they have got completely automatic control, and they do not require so much of manual operation as is required in the case of steam coal engines. As I said, the speed in the case of electric rains is very fast. The entire incident gives the impression that the train was coming with full speed. We know, how powerful the engine is of an electric train. The electric train had been cramped, as was vividly described by Mrs. Pandit. It means that the electric train was coming with full speed. We do not know whether it was due to the negligence of the driver, whether he had dosed off or just had a wink of sleep, but it did happen. But in spite of this, when he faced it, he must have woken up because he was found dead with his hand on the brake. He did react, he did try to stop the train, but the train was running so fast that it could not be stopped. Now what is the element that comes to our mind which has caused this accident? How so end we may complain against the Minister, I would certainly compliment the Minister for his sincerity. A mistake can be committed by any human being. Who is the human-being who does not commit mistakes? If the intention behind the mistake is innocent, we cannot put the blame on anybody; we canot put the blame for the innocent mistake which was committed and in this case it has also not been committed by the Railway Minister; he is only remotely responsible.

Now what happened in the case of the second accident which took place in Mysore? It took place when the train was standing on the main line. The signalling should have been given for the other train to come to the loop line. But the levers which were pressed were wrong levers, and the

[Shrimati Tarkeshwari Sinha]

train was ordered to come on the main line. The driver of the train did not know whether a train was already standing on the main line. Unless and until he came near the train, he could not see it. Both these accidents occurred at night time. So, it is very difficult to see the train standing on a line from a distance. Unless and until the train just comes in front of the engine, it is very difficult to notice it. The driver tried to prevent a collision, and he tried his best but he could not succeed, and, therefore, we had a very serious accident.

At both these places, it is quite clear that the lineman made a technical mistake. We do not know whether the mistake was made intentionally or consciously or otherwise. The inquiry will reveal that. In the case of the electric train also, it was supposed to stop because the signal was not given and it could not have been otherwise unless and until there was an engineering failure, but engineering failure is something which nobody can help.

Therefore, in these two cases, how can we blame a particular officer of the Railway Board? It is all right that the House is a sovereign body, and we can all condemn the Railway Board and we may say that the Railway Board should be abolished and we may make them joint secretaries or deputy secretaries and so on. But how is it going to improve the situation? I do not understand this. I do not compliment the civil service very often. I do not want to give them undeserved compliment; I do not want to give compliment to anybody who does not deserve it. But here, how does the responsibility of any Member arise? A very serious accident has happened, and we are very sad about the whole thing. Is there any possibility of devising an advanced operational machinery technically, to avoid the possibility of such human errors? When there is a human error, what can we do about it? In spite of the automatic system we have seen that this particular accident has happened. The Kunzru Committee has given the figures. It is not easy to provide for all the things suggested.

I was a member of the Railway Passengers Amenities Committee. There are so many stations which we had visited and we found everywhere there was a demand for overbridges. Overbridges are not made free. Then in many places which we visited, demands were made for underground tunnels. It is not possible to provide for all these things at all these places simultaneously.

Shri Nambiar had raised the point that there was a heavy operational burden on the staff, and he has said that the stff is not adequate to cope with the work. But if you would go through the proceedings of Parliament you would find that this Parliament has been criticising the recruitment of additional staff year after year. Let the hon. Member kindly recall the past remarks that have been made here before making any such statement. So, it is not proper for us to blame the Railway Minister or the Railway Board in this regard.

In conclusion, I would only like to suggest one thing namely that for signalling and for operational work, instead of the non-technical staff who are appointed now for the purpose, the hon. Minister should see that technically competent staff is appointed. It is a fact that one driver has to face a hundred signals over a track of a hundred mile, and one lineman has to press a hundred to a thousand levers over that distance. This is bound to create a sense of fatigue. I would submit that these are highly important matters, and the hon. Minister should see that things are set right.

SHRI HEM BARUA (Mangaldai): There have been a series of accidents

of a major nature which have claimed a heavy toll of lives as also damaged a substantial portion of railway property.

The report of the Directorate for Railway Safety, that was given to us along with the railway budget papers shows that there is a decline in Railway accidents. In 1951-52 it was 15142, while in 1966-67 it was 5889. But the fact remains that during the last three months, as many as six accidents due to collision and 17 derailments apart from accidents at level crossings have taken place. There is a jugglery of figures. If they try to white-wash the entire matter with figures and statistics and facts of this nature, they cannot arrive at the right solution. For there have been accidents. During 1968, there have been as many as 3 major accidents, one at Lakhiserai, one at Hubli and one near Allahabad. When an accident takes place, naturally enough there is an inquiry ordered. It submits its report. But unfortunately it is pigeonholed in the record room of the Ministry. For instance, in the same place at Lakhiserai an accident took place on 23 October 1967. An inquiry was ordered. It revealed certain facts. It suggested measures to be adopted. But what has happened to that report. They have pigeon-holed it in their record room. This is not the way of functioning.

Madam Pandit has a given a gruesome description of this disastrous accident near Allahabad. What happens? There is an effort on the part of the Ministry to say that accidents in our country are on the decline. May be. But you cannot restore lost limes to the injured people nor call back the dead to life. The fact remains that accidents take place in this country and human lives are lost.

There is another tendency. All comparisons are odious. There is a tendency to compare the rate of accidents in this country with those of other countries. Shri Tiwary did it. I did not like the idea. Why should it be done? That would give an encouragement to the administration here. He gave figures for Belgium. Why does he not remember that Belgium is of the size of a district in India? There are people who try to throw dust into our eyes. That is the trouble.

There is another argument generally offered by the Ministry. They say that railway travel is safer than road travel here. May be. But that does not mean that you will allow accidents to occur here. Here is the Kunzru Committee report. I have gone through it. This venerable gentleman has done a laudable service to the country. He has pinpointed the causes of accidents and suggested measures for making the railways free from accidents. What has happened to his report?

As regards the accident near Allahabad, what is happening. The Committee proposed with Shri Masani as a member is asked to do what? See how many of the recommendations of the Kunzru Committee may be implemented. This report was submitted in 1962. What is this?

The report has also pinpointed another thing. There are accidents because of defects on the engines and on the track. These are things that you can improve. But you do not do it.

Yesterday I demanded the resignation of the Minister. Today I have given second thought to it. Why should the Minister resign? I think it is the Railway Board that must be scrapped and disbanded. While the Ministers come and go, the bureaucrats remain eternal. If the Minister goes, the Board should also go. If we do not evolve a convention like that, Ministers may come and Ministers may go, but these people who are responsible for accidents and inefficient management will continue to prosper and flourish. That is the trouble in this country.

MR. DEPUTY-SPEAKER: Shri Fernandez. Five minutes.

SHRI GEORGE FERNANDES: Ten minutes.

MR. DEPUTY-SPEAKER: You must look to the office also. We are sitting from 11 a.m.

SHRI S. M. BANERJEE: Kindly tell me know if I will get time. Otherwise I may go out.

MR. DEPUTY-SPEAKER: I am appealing to members.

SHRI S. M. BANERJEE: My name is in the motion.

श्री जार्ज फरनेन्डीज : पहले शाहनवाज खां कमेटी बैठी थी, फिर कुंजरू कमेटी आपने बनाई । अब आप बांचू कमेटी बना रहे हैं । मेरा निवेदन यह है कि पहली दो कमेटियों की जो सिफारिशें थीं उन पर आपने अमल नहीं किया और इस वास्ते बांचू कमेटी की स्थापना की कोई आवश्यकता नहीं है ।

एक दूसरी बात भी आज ही यहां सदन में होनी चाहिये । हमारे रेल मंत्री महोदय को यह घोषणा करनी चाहिये कि रेलवे बोर्ड के जो अफसर हैं उनको चार्ज शीट दिया गया है क्योंकि उन लोगों के हाथों से ये हत्यायें होती हैं जिन में बहुत से गरीब मुसाफिर मारे जाते हैं और इन अफसरों को मंत्री महोदय को योग्य सजा देने का जो फैसला है, उसका एलान अभी यहां करना चाहिये । तीसरा काम यह है कि रेल मंत्री को खुद भी इस्तीफा देना चाहिये । हम्फी वर्कले ने पार्लियामेंट के अधिकारों के बारे में अपनी किताब में लिखा है :

"Oddly enough, the strict application of the doctrine of ministerial responsibility which still exists in theory has actually added to the power and invulnerability of the Civil Service. For the Minister alone to be judged to be accountable to Parliament for actions of which he may have no knowledge (and of which he might disapprove if he had) is another example of the conflict between myth and reality in our constitutional practice which actually prevents Parliament from carrying out one of its traditional functions of redressing grievance, for under our practice, the civil servant who in many cases is actually responsible for decisions cannot be questioned on them."

इस आधार पर मंत्री महोदय से मैं निवेदन कर रहा हूं कि वह रेलवे बोर्ड के अफसरों को तत्काल चार्जसीट करके उनके खिलाफ कार्यवाई करें । इस देश के गरीब लोगों की हत्या का उन के ऊपर आरोप लगा कर जो सजा किसी भी आदमी को किसी दूसरे की हत्या करने के लिये दी जाती है, वही सजा इन लोगों को देने का काम आप की तरफ से होना चाहिये ।

श्री हुकम चन्द कछवाय : फांसी देनी चाहिये ।

श्री जार्ज फरनेन्डीज : मैं समझता हूं कि किसी कमेटी की स्थापना की कोई आवश्यकता नहीं है ।

चाहे आप बतायें या ट्रांसपोर्ट मिनिस्टर बतायें कि कमिश्नर आफ रेलवे सेफ्टी जो हर साल हिन्दुस्तान की रेलों के बारे में जांच करते हैं, क्या उन की रिपोर्ट को आपने आज तक कभी सभा पटल पर रखा है ? कमिश्नर साहब ने अपनी रिपोर्ट में यह लिखा था :

We suggest that the annual report of the Commissioner of Railway Safety should contain

additional information as detailed by us. It should be laid on the table of both Houes of Parliament."

जहां तक मेरा ख्याल है यह रिपोर्ट यहां पर पेश नहीं होती है, इस पर यहां बहस नहीं होती है। कई बरसों से कमिश्नर आफ रेलवे सेफ्टी की रिपोर्ट आ रही है। अगर सरकार उनकी रिपोर्ट को गम्भीरता से ले तो मैं समझता हूं कि रेलवे बोर्ड के सारे लोगों को फांसी देने का फैसला स्वयं सरकार ही कर लेगी उन्होंने सीधा बताया है कि जो घटनायें होती हैं वे रेलवे बोर्ड के लोगों की ओर से होती है और जो दुर्घटनायें होती हैं वे न तो कर्मचारियों के कारण होती हैं, न मंत्री के कारण बल्कि रेलवे की व्यवस्था के बारे में जो ढंग अपनाया जाता है और रेलवे बोर्ड के अफसरों के द्वारा अपनाया जाता है उनके कारण होती हैं। इंस्पेक्शन के बारे में उनका कहना यह है :

"Up to the year 1953 periodical inspections of Indian Government Railways were carried out by the Government Inspector of Railways. In 1953 the Railway Board decided that these inspections should be discontinued, as the General Managers were responsible for ensuring safety of operation on their respective Railways."

इसको भी आप सुनिये।

"No detailed inspection of southern Railway could be carried out....as the General Manager of the Railway did not permit any inspections in company with the Assistant Commissioner of Railway Safety during the year under review."

पिछले साल की रिपोर्ट में आप आगे देखिये कि क्या कहा गया है :

"Due to shortage of officers in the Inspectorate, the kilometreage of the inspections was lower than what was expected."

ट्रैक के इंस्पेक्शन का जहां तक सवाल था यह इंस्पेक्टर्स का कर्तव्य था। लेकिन रेलवे बोर्ड वालों ने कहा कि तुम मत करो, हम करेंगे। लेकिन न तो वे खुद करते हैं न ही उनको करने देते हैं।

ह्यूमन फेल्योर की बात भी कही जाती है। श्रीमती तारकेश्वरी सिन्हा बोल कर गई हैं। हमारी विजय लक्ष्मी पंडित भी बोली हैं। वह ऐसे बोली हैं जिस तरह से कोई शोक सभा में बोला करता है और उस तरह की बातें ही उन्होंने कही हैं। लेकिन हम शोक सभा में नहीं बैठे हुए हैं। जिन लोगों की गलती है उसको बतलाने के लिये यहां लगे हुए हैं। आप देखें कि ह्यूमन फेल्योर वाली जो बात है उसके बारे में कमिश्नर, रेलवे सेफ्टी क्या कहते हैं अपनी रिपोर्ट में।

"It may be stated that too much dependence on human element in these days of heavy traffic and at high speeds is undesirable and even unjustified."

"Although the adoption of track-circuits at stations was accepted in principle by the Railway Board it was not implemented for one reason or the other despite the fact that scarcity of wooden sleepers did not impose a special problem in those days. Had this been done, the majority of the accidents caused to reception of trains on occupied lines might have been averted."

कमिश्नर आफ रेलवे सेफ्टी की जो सिफारिशें हैं उनको अमल में नहीं लाया जाता है। असल में इन लोगों का झगड़ा है।

[श्री जार्ज फर्नान्डीज]

ये लोग एक रियासतदार बन कर बैठे हुए हैं। जिस तरह से 1947 के पहले भी रियासतदार हुआ करते थे उसी किस्म के रियासतदार ये आज बन कर बैठे हुए हैं।

उनकी रिपोर्ट में ही एक्सीडेंट्स के बारे में पांच दस बातें दी हुई हैं वहां एक बात यह भी लिखी है :

"The Commissioner of Railway Safety held a statutory enquiry into this accident and his finding is the accident was caused by failure of railway staff."

यह जगह पर यह बात लिखी जाती है कि कि जो एक्सीडेंट हुआ यह रेलवे स्टाफ की फेल्योर के कारण हुआ। कमिश्नर आफ रेलवे सेफ्टी की रिपोर्ट को आप पढ़ेंगे तो 40 पन्ने पर उन्होंने अलग अलग सुझाव दिये हैं। अगर उनको पढ़ने का कष्ट करेंगे तो एक बात साफ हो जाएगी कि कोई भी यहां पर रेलवे स्टाफ की गलती का जिक्र नहीं आता है।

उपाध्यक्ष महोदय, आखिरी एक जुमला पढ़ कर मैं खत्म कर दूंगा। उन्होंने कहा है :

Principal features affecting safety.—On account of the limited time and opportunities for detailed inspections in company with General Managers and heads of departments, it was not possible for Additional Commissioners of Railway Safety to inspect the various components of permanent way, rolling stock, signalling and interlocking etc. more extensively. However, the nature of defects noticed during the inspections that were done may be summarised below:—

(a) Unsatisfactory state of sleepers,

(b) Inaccurate alignment of track, particularly on curves and incorrect superelevation,

(c) Unsatisfactory packing and lack of knowledge on the part of gangmen in the correct method of packing,

(d) Lack of care in the relaying of track,

(e) Inadequacy in the maintenance of Points and Crossings,

(f) Improper construction of a 'catch siding' and its provision at a location not warranting the same,

(g) Use of Sub-Standard and undesirable track fittings,

(h) Crack in bridge masonry, loose fittings and non-provision of guard rails on several bridges,

(i) Wide expansion joints on the approaches of a bridge and crushed bridge timbers,

(j) Unsatisfactory up-keep of level crossings,

(k) Inadequate maintenance of Signalling and Interlocking Installations,

(l) Unsatisfactory maintenance of insulated block-joints in track-circuited stretches, etc.

कहीं भी कर्मचारियों पर आरोप नहीं किया गया है।

मैं चाहता हूं कि मैंने जो सुझाव दिया हैं उन पर आप अमल करें। एक और प्रश्न है जिसका उत्तर मैं उन से चाहूंगा। मसूर में एक रेलवे एक्सीडेंट हुआ था और उसकी खबर अखबारों में आई थी। यह कहा गया था कि 58 लोग उस में मरे हैं। लेकिन जो लोग वहां जा कर आए थे उनका कहना यह था कि सौ से ज्यादा मरे हैं। उनको लारियों में भर कर ले जाने का काम तब हुआ था।

फिर एक बात और है। इस में जब 58 लोग मरे थे तब तो प्राइम मिनिस्टर के फंड से पैसा देने का काम नहीं किया गया था लेकिन अब जब कि इलाहाबाद में यह एक्सीडेंट होता है तो पच्चीस हजार रुपया देने का एलान कर दिया जाता है और यह एलान भी श्रीमती विजयलक्ष्मी पंडित द्वारा किय जाता है। उन्होंने कहा है कि पच्चीस हजार रुपये दिये गए हैं। मैं चाहता हूं कि इसका भी जरा खुलासा हो जाये ताकि फर्स्ट और थर्ड क्लास वाली बात जिस का जिक्र श्रीमती विजयलक्ष्मी पंडित ने किया है वह बात यहां भी न हो जाए।

श्री हुकम चन्द कछवाय : मेरा नाम भी बैलट में था। क्या आप मुझ को भी बुलायेंगे या नहीं बुलायेंगे।

SHRI R. D. BHANDARE (Bombay Central): Sir, I share the sentiments expressed in this House, more especially by Mrs Pandit and I sympathise with those who have suffered. I also share the anxiety for the safety of the lives and property of the citizens of this country. Since we are discussing the accidents that are taking place on railways, we have to probe a bit deeper into the point as to why accidents are taking place. I assign two reasons for accidents and there are two factors which have to be taken into consideration. The first is the human failure and the second is mechanical failure. So far as human failure is concerned, we have again to take into consideration two aspects. If the human failure is due to negligence, then certainly we are entitled to criticise it and, at the same time, demand the resignation of the Minister. If the failure is due to want of proper attendance, then too we are entitled to criticise them. But supposing there is a failure beyond human control. Then, who is to be blamed? That is one aspect.... (*interruptions*). It is a very cheap argument. If it is a mechanical failure and that failure is due to want of proper attendance or proper supervision, then also we can certainly criticise them. But, after all, the machine is not a human being. Just as human beings commit mistakes, the machines also fail *in toto*. Therefore, we have to take into consideration to what extent human failure has contributed to the accidents. Now I am going to read from page 2. My hon. friend, Shri George Fernandes, referred to the Director of Safety, Railway Board. He has given the figure. Page 2 says:

श्री जार्ज फरनेन्डीज : मैंने उसका जिक्र नहीं किया।

SHRI R. D. BHANDARE: Since you have mentioned the inspection side..

SHRI GEORGE FERNANDES: I referred to the Commissioner of Railway Safety Report.

माननीय सदस्य गलत बात कह रहे हैं।

I was not referring to the Safety Report of the Railway Board. I was referring to a different report which none of them have seen and perhaps most of them are not aware of its existence.

SHRI R. D. BHANDARE: Quoting the reports is their monopoly, it appears. Here I am talking of human failure, which is one aspect. The Report says that attempted train wrecking in 1964-65 was 89 whereas in 1966-67 the figure for attempted train-wrecking is 140. This is the cause. Then, again, I am coming to attempted wrecking by human beings because of political reasons (*interruptions*)

It has been stated that little has been done ever since the report of the Kunzru Committee was submitted. Let me explain this point. The number of recommendations made by the Kunzru Committee was 377. The Government have accepted 355

[Shri R. D. Bhandare.]

recommendations and so far implemented 308 recommendations.

Now, the new committee which has been appointed, which my hon. friend is aware of, what are the terms of that committee? Two tasks have been entrusted to that committee. One is to study the implementation of the recommendations made by the Kunzru Committee. Secondly, after going through the implementation of the recommendations of the Kunzru Committee, it has to make suggestions to what extent safety could be secured. Therefore, it is totally wrong to suggest that either the Railway Minister or any other human being is responsible for the railway accidents that dare taking place.... (*interruptions*). Of course, I am not justifying the accidents.. (*interruptions*).

SHRI S. M. BANERJEE (Kanpur): Mr. Deputy-Speaker, Sir, I rise to support the demand made by my hon. friends that the Railway Minister should resign peacefully and gracefully and that this gang of murderers in the Railway Board should be sacked. Had I any power I would have definitely tried them under section 302 for murdering all these people.

What is their record from 1st January, 1968 to 31st March, 1968? On 2nd January, 1968 two killed; on 13th January, 1968 one killed; on 16th February, 1968 twenty-three injured; on 14th March, 1968 nineteen injured; on 19th March, 1968 fifty-two killed and forty-one injured and on 31st March, 1968 eighteen killed and eleven injured. You can imagine what happened in these three months. Still, I know, either Shri Poonacha or any other minister in this Cabinet has not the guts to ask the Railway Board members to resign because they are the bosses and these ministers are servants in the present set-up.

SOME HON. MEMBERS: Shame, shame!

SHRI S. M. BANERJEE: So, I demand that they should be sacked immediately. I would like to know from the hon. Minister, when he replies, what action has been taken against them.

SHRI NAMBIAR: Nobody can sack them. They are all powerful.

SHRI S. M. BANERJEE: My second point is that Kunzru Committee's recommendations were never implemented. About the track, I am extremely happy that my hon. friend Shri George Fernandes, referred to the report. I am sorry, I have no time to refer to that. But I will say that even in the matter of sleepers, 5 or 6 years ago it was decided that we should have concrete sleepers, called RS sleepers. What has happend to that project? Why did that project not come up? We want to increase the speed of these trains on this wretched track, which is not maintained and looked after properly, to the rate of 90 miles an hour. A person wishing to go from Delhi to Calcutta in 17 hours will start from Delhi but God alone knows whether he will reach Howrah or not. If this is the condition, I would like to know from the hon. Minister what arrangements have been made.

On that particular day I got a telephone message from Kanpur that there were rumours in Kanpur that when the relations of those people, who had died or who were said to have died, approached and begged of the railway authorities to allow them to go saying, "We are poor people: we connot purchase tickets," they were shunted out (*Some Hon. Members: Shame, shame*) while the General Manager, another murderer, travelled in a special train. The accident took place at 10 o'clock at night and he was waiting for the saloon or air-conditioned special train and then he went. It is disgraceful that such a thing should happen.

Now I come to the composition of the committee. The committee has been constructed. Even here the Railway Minister wanted to play a mischief. What has he done? Shri S. R. Vasavada, a textile expert, because he is the President of NFIR, has been nominated to this committee and not Shri Peter Alvares or anybody of the All India Railwaymen's Federation who has spent a major portion of his life working for the railways. I am sorry that such a discrimination should take place. Then, I have no grouse against Shri Masani, my only grouse is that a person who never travels in a train and who always flies is one of the members of this committee who are supposed to be experts in this. Then another gentleman is Shri Badhwar, a very efficient Chairman of the Railway Board once upon a time but now reaching the age of nearly 70. He is an ex-Chairman of the Railway Board and he is another member. Why did the Railway Minister not take us into confidence? Why did he want only those persons who will give a made-up decision and say that these Railway Board members are like Caesar's wife, above suspicion? I am sorry that such a committee has been appointed. It should be expanded and those who are interested in it and those who know the whole thing should be included in it.

I would only request that the membership of the Committee should be increased and that you should include two or three more members. I request you in all seriousness.

I was happy to hear the last sentence of Shrimati Vijaya Lakshmi Pandit. Otherwise, it was a condolence speech. If the accidents do not stop, it will be difficult for any train to run in this country. A third-class compartment has, unfortunately, been converted into a slaughter house by these murderous people. The people are afraid of them.

I protest against certain observations made by some Members like Shri K. N. Tiwary that accidents are accidents.

बस में भी ऐक्सीडेंट होता है, साकिल से भी ऐक्सीडेंट होता है । बस का ऐक्सीडेंट करने वाला जेल जाता है लेकिन रेलवे बोर्ड के मेम्बर और जनरल मैनेजर की तरक्की होती है। जनरल मैनेजर रेलवे बोर्ड का मेम्बर और मेम्बर चेमरमैन बनता है ।

With these words, I again request Shri Poonacha to rise to the occasion, to search his own conscience and heart and resign and dismiss the Railway Board.

MR. DEPUTY-SPEAKER: Shri Poonacha.

SOME HON. MEMBERS *rose*—

SHRI DHIRESWAR KALITA (Gauhati): Only one sentence.

MR. DEPUTY SPEAKER: If I allow you, I have to allow others also. There are several Members.

SHRI DHIRESWAR KALITA: The Railway Act should be amended. Just like the Mines Act, the chapter should be included in the Railway Act.

MR. DEPUTY SPEAKER: Shri Poonacha.

SHRI A. S. SAIGAL (Bilaspur): This is not correct.

MR. DEPUTY-SPEAKER: Please resume your seat. Actually, I wanted to close the debate according to the decision of the Business Advisory Committee.

SHRI A. S. SAIGAL: You don't want that we should speak . . . (*Interruption*).

MR. DEPUTY SPEAKER: I cannot give opportunity to everyone. That is not possible. Shri Poonacha.

SHRI A. S. SAIGAL: This is not correct.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): Mr. Deputy-Speaker, Sir, with a heavy heart I rise to reply to this debate and I thank the Speaker for having provided an opportunity for this discussion.

Sir, this debate has, no doubt, brought out the concern and anxiety of the hon. Members with respect to the safety in railway travel. Hon. Members have expressed their views and I do not want to go into certain figures and repeat them over and over again. The literature that we had supplied at the time of presenting the Railway Budget contains all the detailed information and I am glad that some Members have quoted them profusely and I leave it at that because I take it that the hon. Members and the House are in the know of all the statistics and figures which I need not repeat over again.

The main point that has been raised is that in so far as running of the railways in this country is concerned whether adequate measures have been taken to ensure safety and whether the high-power committees which have been constituted from time to time and which have given their recommendations have been implemented and whether particularly the recommendations of Pandit Kunzru have been duly implemented. My hon. friend, Shri Nambiar, said that the recommendations are put in pigeon-hole and then he read out a few portions of them and said that they are not being implemented. Here is a point on which I have to join issues with him. Out of the recommendations, as has been already mentioned in this pamphlet, we have accepted 353 recommendations. 303 recommendations, have been fully implemented and 50 are in the process of being implemented because they either extend to all the stations or such safety works are time consuming.

My hon. friend Pandit Kunzru himself is heading a study team of the Administrative Reforms Commission with five other members. The working of the Railway Board is not left to itself. Let my hon. friends realise the fact that this decision has been taken not yesterday but, some time after my coming to this Ministry, I personally felt that there needs to be a look at the working of the Railway Administration. It is better to have such studies by experts. This self-introspection is good to everybody including the Railway Board, myself and the general public. We have said that the Railway Board's working in all its aspects should be gone into by an independent authority and the Administrative Reforms Commission is seized of it. They said that they wanted to go into the working of the Railways and we decided that this also should be done. There were no doubt consultations and the name of our revered friend, Pandit Hirday Nath Kunzru, was mentioned, and we accepted it because he is the competent person to tell us whether the Board has failed in implementing his recommendations. We are going to have his report. Pandit Kunzru has visited some zonal railways. He has been visiting important places with his team and they are seized of the matter. Mr. Nambiar need not worry about this. Pandit Kunzru himself will come out with a report as to how this Railway Board and the Ministry have taken the recommendations of his Committee. Whether they have failed, whether there has been any lapse on the part of the railways or not, is a matter which will be in the possession, and knowledge, of this House very soon.

Last month the other accident took place at Yalvigi. I myself said, 'Let there be a judicial Inquiry'.. (*Interruptions*). On this accident we felt that there should be a high level

inquiry, so that nothing need be covered; nothing need be kept out of the knowledge of this hon. House. As such, a high level committee has been constituted to go into the series of accidents that have taken place in recent times and to suggest as to how best we can prevent the occurrence of such accidents. I may submit that I am prepared to expose myself to the examination of this high-powered body. I would certainly welcome that. I would like to formulate some details of the terms of reference after taking the advice of the ex-Chief Justice of India. I propose to suggest to him that he should feel free to call for any file that he wants from the Railway Board, even those files which have been dealt with by the Ministers, and satisfy himself whether there has been any slackness on the part of the Railway Board, whether there was any interference by the Minister, any interference by any political party for that matter. Let this be gone into and the hon. ex-Chief Justice of India will certainly apply his judicious mind to this question and give his considered views. He is being assisted . . . (*Interruptions*) by two technical experts also. After all, there should be some one to give the technical advice. Therefore, the Commissioner for Railway Safety is a member of this Committee. The ex-Chairman of the Railway Board who knows the working of the Railways is there. I do not want . . . (*Interruptions*).

SHRI NAMBIAR: Our complaint is against the Railway Board and you are putting the Railway Board man there! Keep that ex-Chairman out of it.

SHRI C. M. POONACHA: I do not want, at this stage, to go into...

SHRI NAMBIAR: You are burning our hearts. We are accusing the Railway Board and you are putting the same man, the Chairman who has just retired, as a member of the committee. That means, you do not want a real inquiry to be made... (*Interruptions*).

SHRI C. M. POONACHA: I take exception to this. It is wrong on the part of the hon. members to say So. I take exception to this kind of thing. This is not correct. This is not the way we should approach this question.

SHRI NAMBIAR: The Railway Board should be kept out. They should not come anywhere near the committee. (*Interruptions*).

SHRI RANDHIR SINGH (Rohtak): There is substance in his proposal. They must hear him, Sir.

श्री जार्ज फरनेन्डीज : अध्यक्ष महोदय, पुनाचा साह से मैं एक ही प्रश्न करना चाहता हूं। अपनी गलतियों पर अपने खिलाफ फैसला वह कैसे देंगे ? (व्यवधान)

MR. DEPUTY-SPEAKER: Order, order. Let us hear the hon. Minister without any interruptions.

SHRI C. M. POONACHA: It is very unfortunate that the hon. Member deems it proper to go into the question of personalities now. I have only been giving an account of how we have made it incumbent on our part to have a thorough inquiry into the working of the railways so far as the safety aspects are concerned. It is difficult to satisfy persons who have their own angularities. I am certainly not here to oblige anybody's angularities. I am here to look into the matter objectively and I am satisfied that I have taken the correct decision and in a very objective manner. We are not trying to hide or cover anything, but we want to have an independent and objective look into the whole matter. When a person of high standing like the ex-Chief Justice of India is at the helm of the inquiry, we should certainly try to appreciate the fact that there would be an objective analysis of the whole question.

श्री स० मो० बनर्जी बधवार को हटाओ।

SHRI C. M. POONACHA: Now, I come to the other question. My hon. friends had referred to the operational working of the railways. It is very sad that accidents are happening. I do not want to rely on the argument that in other countries also accidents are happening, and, therefore, they could happen here also. That is not my intention at all. Unfortunately, accidents have happened and accidents are happening. Let us go into the question a bit more objectively and with some calm thinking. In an operation like the running of the railways, nearly one million people are concerned. They are connected with running the trains in one from or the other at various levels, at the engine workshop level, at the servicing level, at the maintenance level, at the signals level, at the operation level and so on. The station masters signalman, Driver etc. are all directly connected with the running of the railways. In this huge undertaking 1.3 million people are engaged, and out of them about one million are connected in one way or the other with the safety of running of trains. That is the magnitude of the operations.

According to the Kunzru Committee's recommendations made in 1962, we have introduced various measures to educate the railwaymen and to give them the necessary training by way of refresher courses etc. and over and above that given them engineering aids, exercised the necessary supervision. And last but not the least, we have also seen to the enforcement part of it. There are now four things which are important. They are: Education, for educating the railwaymen as to the correct methods of safety operations, Engineering aids, Supervision and Enforcement. There are the four important categories of recommendations made by the Kunzru Committee and almost all of them have been implemented. If there is any important recommendation which have not been fully implemented, one such is in regard to track circuiting of all the important stations.

SHRI S. M. BANERJEE: Of all stations.

SHRI C. M. POONACHA: Track-circuiting of all stations. We have about 7000 stations. If we are to introduce track-circuiting at all these 7000 stations then we would need Rs. 100 crores.

SHRI S. M. BANERJEE: But you want to bring in computers?

SHRI C. M. POONACHA: Let us meet point to point raised, not get diverted.

We have completed track circuiting in quite a large number of stations. Last year's programme was 224 stations which we have completed. This year's programme is another 200 which we are going to complete. There are certain difficulties. We cannot do all stations at a stretch. It has got to be done in stages.

This is the break-up of expenditure on signalling including implementing the Kunzru Committee recommendations from 1962-63 is as follows:— the first two years we spent about Rs. 11 crores each, the third year Rs. 13 crores, the next year Rs. 16 crores, the following year Rs. 12 crores, last year 22 crores and for next year it will be Rs. 21 crores. A total of Rs. 106 crores will have been spent to modernise signalling equipment, and introduce modern methods of control, signal and various other engineering aids needed by the railwayman to use. As has been said, we should not completely burden the man on the spot. He has to be assisted with engineering aids, the latest of them.

Take, for instance, the Barwari accident. This station has all the modern equipment, signalling and track

circuiting. If there is an obstruction in the track, the signal will automatically show red. Even if a crow-bar is placed across two rails, the signal will show red. It is to that extent automatic. When a train is standing on the track, naturally the signal would remain on. As to what happened at that particular point of time, on the spur of the moment one does not know and the man is not there to tell the story. Somebody said the vacuum brake must have failed. It is not so. This train had earlier passed through five stations at all of which the brakes worked all right. It is not as if this was the first station it stopped after departure from its starting point.

SHRI RANDHIR SINGH: We should leave these things to the Committee.

SHRI C. M. POONACHA: Since these points have been raised, it should be cleared. All said and done, with all the latest engineering aids, with all the sophisticated modern tools and so on, the man on the spot will be the man to operate it and with a small slip on his part somewhere something might happen.

SHRI S. M. BANERJEE: 30 hours work.

SHRI C. M. POONACHA: Even there, I can explain that it is not so. At a place where all modern equipment of signalling and track circuiting are there, it is really a tragedy that this accident happened at Bharwaria. We are not happy. It only indicates that even with modernisation you are not able to avert accident totally. This is the conclusion that could be drawn. I am not trying to take cover under that.

Take, for example, Yalvigi. It was standard one type of control—a rudimentary type. I can understand something happening there on account of that. It is between three people. The inquiry will bring out the facts. There is the Station Master, two pointsmen and the driver. Where the slip occurred and by whom we cannot say now.

When you are engaged in such a huge operation as that of the Indian railways, a slight error somewhere results in some accident. A moment's slip is enough for that.

The hon. Member, Shri Devagun referred to the number of deaths. I am not trying to explain away. Under a certain set of circumstances an accident might happen at Place X and another accident might happen at place Y. The death roll may be heavy in one case and may not be so in the other.

SHRI RANDHIR SINGH: What about the proposal of Shri Viswanatham?

SHRI C. M. POONACHA: I am coming to that. So, under the given set of circumstances, the same set of circumstances, in one place the accident may be very serious leading to very heavy toll of life and in the other place it may not be so. It depends on the terrain; it depends on the exact point where the unfortunate accident takes place. These things are impredictable. Therefore, it does not mean fewer accidents numberwise the death would be correspondingly less. The accidents may be fewer but the death rate may be more. These are very capricious.

I now come to the telescoping of the coaches. The integrated type of coaches that we have—the steel body—are anti-telescopic. We have still the old ones. Our replacement programme is also going on at a fast rate. Unfortunately, we have not been able to fully put on track the most modern steel type coaches. The modern steel type coaches have certain safety aspects in so far as telescoping is concerned and these are more safe. But that takes sometime, because our capacity to produce these integral type of coaches is about 850 to 900 per annum. As the hon.

[Shri C. M. Poonacha.]

Member said, we have about 33,000 coaches on the Indian Railways. The programme is on hand, and we are endeavouring to do our best. What I wanted to submit to the hon. House—

MR. DEPUTY-SPEAKER: There is one point which might clarify the position. For how many hours was the driver on duty? That point was raised.

SHRI C. M. POONACHA: This driver left the starting station at about 6 P.M. or so, I think. He had his weekly rest: 30 hours or so. He had just come on the foot-plate after that. This was about four to five hours' run. That is all.

श्री कंवर लाल गुप्त (दिल्ली सदर) : क्या यह ठीक है जैसा कि इनर्जी ने कहा, जनरल मैनेजर सैलून के लिए इन्तजार करते रहे और जो मरे हुए लोगों के रिश्तेदार थे उनको बैठने तक नहीं दिया गया ? अगर यह सही है तो क्या इसकी इंक्वायरी करवायेंगे ?

SHRI C. M. POONACHA: The General Manager left at 2.10 in the night and then *en route* I do not know what had happened. This information is not readily available with me. Anyhow, he did rush to the spot by a special train because he had to take all the necessary steps and attend to necessary things. Naturally he had to rush to the place and he was there personally supervising over all the other arrangements that needed to be done.

SHRI KANWAR LAL GUPTA: He has not replied to my question.

मेरा कहना यह है कि 4 घंटे तक जनरल मैनेजर सैलून के लिये इन्तजार करते रहे और उसके बाद, मरे हुए लोगों के जो रिश्तेदार थे उनको उन्होंने ठहराया भी नहीं, क्या यह कैलस एटीट्यूड नहीं है और क्या इसके बारे में इंक्वायरी करवायेंगे ?

SHRI C. M. POONACHA: I do not have the information readily with me now. Let me find out; I will try to find out.

SHRI NAMBIAR: I am on the point of the driver: there is no enquiry for this accident. The driver is dead and we do not know anything except what they will give us. The enquiry which is instituted is of a general nature and not for this particular accident. My submission is that according to the electrical system, if the driver was sleeping—granting that he was asleep and was keeping his hand—if he was asleep his hand goes and automatically it stops. That is the system. Therefore, it requires a deeper study. Even if the driver was sleeping the accident would not have happened, because automatically his hand goes out of the brake and it stops. Therefore, it requires deepen study. Will he kindly institute an enquiry into this so that it will also be enlightening to the whole country and such things can be avoided in future?

SHRI S. M. BANERJEE: Only one clarification, about the hours of work. Is there any round-trip like this—allahabad to Moghulsarai, Moghulsarai to Kanpur and Kanpur to Allahabad? Is it a fact that unless the driver completes the whole thing he does not take rest?

MR. DEPUTY-SPEAKER: I asked the question and he has clarified that.

SHRI C. M. POONACHA. This high-power committee is a committee which will go into the entire case of accidents. This Committee is not with reference to this particular accident only. The Additional Commissioner of Railway Safety is conducting an enquiry into this accident separately

and we will know exactly what were the technical flaws.

It is a very curious thing, sir,—I do not have any explanation for this that somehow or other during a certain period, a bunching of accidents takes place. For instance, according perhaps to the figures we supplied to the House in answer to a question in 1966, accidents occurred on the following dates: 16th April, 1966, 20th April, 1966, 23rd April, 1966, 25th April, 1966 and 30th April, 1966. The way these things happen it looks as though fate also intrigues at times. I am very sorry for this, but it does happen at times.

All said and done, I must say that with the implementation of the Kunzru Committee's report, with the modernisation of train control, train parking, signalling, etc. and with modern equipment, the incidence of accidents on the railways is coming down. There is no doubt about it. It may be that at a particular time, we may have the misfortune or bad luck of a series of accidents taking place.

SHRI NAMBIAR: The Railway Board is wrongly advising you. They will put you into hot waters.

SHRI C. M. POONACHA: I am prepared to face it; I am not trying to hide. Nobody is misleading me, but, I am expecting myself and making an open statement in this House that the incidence of accidents on the Indian Railways has come down and is being controlled. It is not as if there should not be examination whether we cannot improve our methods to ensure safety further. In all humility and sincerity, I have myself suggested that there should be this high level committee to go into this matter. They will take the objective view and we will have the benefit of their report.

There are two sets of studies. There is the Administrative Reforms Commission. Dr. Kunzru himself is the competent man to see to what extent the railways have failed to implement the recommendations and to what extent they have been implemented. These matters are now under study.

SHRI DHIRESWAR KALITA: Are you prepared to amend the Railway Act?

SHRI C. M. POONACHA: There are a few sections which have to be amended. That is also engaging our attention. I might assure the House that we will not be found wanting in doing everything possible to see that railway travel is made safer.

SHRI M. N. REDDY (Nizamabad): Would you consider enlarging the personnel of the commission?

SHRI C. M. POONACHA: About that, I am unable to say anything now.

SHRI RANDHIR SINGH: I have a feeling that trade union activities are in a way responsible for inefficiency in the railways.

SHRI S. M. BANERJEE: No. We protest, protest, protest.

SHRI A. S. SAIGAL: In my speech on the cut motions, I requested the Minister that this old Act of 1890 may kindly be revised and proper action taken so that these things may not occur in future, will he kindly enlighten us on that?

SHRI S. C. SAMANTA (Tamluk): I want the hon. Minister to answer one question. He is perhaps aware that in the Mines Act there is one chapter about accidents. Under that chapter, whenever any accident occurs in a mine an inquiry is instituted and the head of the inquiry is a High Court Judge. Two assessors are there. But none is connected with the Department. Here, in this case, there is the Commissioner for Railway Safety. I would request the hon. Minister to see that he is not taken

[Shri S. C. Samanta.]

as a member of the inquiry committee because he has to give evidence before this committee, if required. So, such a person should not be included in the inquiry committee. Further, the Railways Act should be amended accordingly.

SHRI C. M. POONACHA: The Railways Act needs certain improvements. We are looking into the matter. If certain amendments are found necessary, they will be taken for consideration. The Commissioner for Railway Safety is the authority who has the charge of overall supervision and enforcement of all the safety regulations, so far as the railways are concerned. But he is not a railway man. He is under the Civil Aviation Ministry. He is not under my Ministry. The entire organisation of Railway Safety is under the Civil Aviation Ministry.

20.42 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 3, 1968/Chaitra 14, 1890 (Saka).

GMGIPND—L. S. II—108 (ai) LSD—23-9-68—1014.